THE FINANCIAL POST
OF CANADA

A weekly newspaper aiming to present to the public in a popular manner, accurate information relating to the financial interests and the legitimate investments of Canada.

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BANKS IN TWO COLONIES

CANADIAN AND AUSTRALIAN SYSTEMS COMPARED.

An Interesting Controversy Recalled — Canada's Great Advantage — Earnings, Dividends, Rests, are Larger Here — Our Consistent Prosperity and its Effect.

For a number of years there has been a good-natured jealousy between Canada and Australia in regard to their respective rates of progress. About fourteen or fifteen years ago quite a heated controversy was carried on by one or two of the leading bankers of the two countries about the solidity of the banking institutions and the correctness of their practice. The eminent banker who upheld the Canadian side, Mr. George Hague, has now retired from active banking, but the course of events has fully proved his contention that the Canadian banking system was solidly founded and ably administered; while on the other hand his opponent had the extreme mortification of seeing nearly every one of the Australian banks compelled to suspend specie payments during the banking crisis that enveloped Australia almost before the controversy was ended. A number of the banks were obliged to re-organize as a result of that collapse. The form the reorganization took was to make certain of the depositors, stockholders, instead of creditors. They were given a preferred stock with certain conditions of repayment after specified terms. The deposit business in Australia was on an altogether different footing from the business in Canada. Here the banks had practically no deposits except from their regular customers at home; but in Australia the custom was to attract all the deposits the banks could get from people resident in England and Scotland through their London branches. High rates were paid for these deposits, 4 and 5 per cent., and they were taken on long-term contracts, chiefly for one year.

More latterly Australia has become somewhat envious of the immigration movement that is doing so much for this country. It has long enjoyed the preference with respect to emigrants from Britain, and the change in the tide is not altogether agreeable. A few years ago, too, Australia's foreign trade far out-classed our own, but in the last year or two we have been rapidly overhauling her. Quite possibly all this may have had its share in inducing the recent changes in the Australian customs tariff, which seems to bear especially hard on some items in which quite a trade had been built up between Toronto and Australia.

The circumstances also lend interest to a comparison of banking results between the two countries during 1906. The last issue of the London Economist has the profit figures for the twenty-two Australian banks. The Economist correspondent points out that five institutions account for two-thirds of the total profits. Converting the pound sterling into dollars at $5 to the pound, the figures are:

Bank.	Profits, 1906	1905
Australasia	$1,376,230	$1,381,085
New South Wales	1,297,500	1,298,865
New Zealand	1,201,645	1,094,650
Com'cl Bkg. Co.	656,470	653,865
Union Bank of Australia ...	1,048,230	1,046,015
17 other banks.	3,276,835	3,028,675
	$8,856,910	$8,503,155

Compare this with the Canadian banks taken in the same way. The five banks showing the largest profits were:

	1906	1905
Montreal	$1,797,977	$1,638,659
Commerce	1,741,126	1,376,167
Merchants	740,399	649,238
Nova Scotia	653,516	478,507
Royal	604,495	491,918
Total 5 banks ...	$5,537,513	$4,634,489
28 others	$6,567,190	$5,922,357
	$12,104,703	$10,556,846

The first thing to strike the notice in this comparison is that the Australian banks did not show increases in profits to equal those shown by the Canadian banks. As a matter of fact, only one of the five large banks showed a good gain. In Canada the increases appear all along the line, from the large banks down. Next most noticeable is the fact that the banking business here is not so much centralized. Five banks in the Antipodes account for two-thirds of the aggregate banking profits, while the five Canadian banks showing the biggest profits account for less than one-half. There are half a dozen others, among them being the Dominion, British, Imperial, Toronto, Molsons, which are hardly less than the least of the five banks taken.

The Economist mentions, in reference to the Australian profits, that "In a considerable number of cases it appears to be the rule to disclose only sufficient (profits) to cover the contemplated appropriations." It is believed that that policy is followed, to some extent, by the Bank of Montreal also.

It will be interesting to carry the comparison further and investigate the manner in which the profits were disposed in both countries.:

1906.	Canada.	Australia
Dividends	$7,208,963	$5,549,225
Added to reserve...	*3,571,938	1,732,500
Bank of New Zealand surplus, re assets, realization board		871,645
Applied to premises, etc.	1,792,901	703,540

* Total addition to reserve funds was $9,943,089, but $6,371,151 of that was premium on new stock issued. The balance, $3,571,938, came from current earnings. Our banks paid 60 per cent. of their earnings in dividends; the Australian paid 63 per cent. Theirs placed 19 per cent. of the earnings to rest account; ours placed 29 per cent., in addition to 53 per cent. received as stock premiums. In the applications to premises, etc., also, we exceeded them by a respectable margin. So far as the figures go they certainly show that our practice, in respect to the distribution of profits, is the more conservative. The greater expansion in the Canadian profits is one of the results, probably, of the great trade prosperity which has settled particularly over the whole of North America.

H. M. P. ECKARDT.

AFTER THE EXCITEMENT.

The Non-Speculative Character of the Canadian Stock Situation.

Mr. George Biggar, of the firm of Jaffray & Cassels, has a review of the situation, in which he emphasizes the non-speculative situation of the Canadian Exchanges. He says:

"The action of the local stock market during the panicky period in Wall Street must have clearly demonstrated to the most skeptical that it is an investment market, not a speculative market. Added to the force of the Wall Street break was the sharp decline in prices for Canadian securities in Montreal. This of course exerted more influence on local holders than did Wall Street conditions. Prices here fell, but there was little stock that had to be sold, despite the weakness. If such a development reflects anything it reflects a healthy condition. Some critics reply that there was no activity at the lower levels because there were no buyers at all, and that whatever stocks had to be sold were sold in some other markets, Montreal or New York. But all the antecedent facts confirm the view that the absence of pressure was due to the healthy condition of this market and the fact that scarcity of funds for call loans has kept it in a purely investment condition ever since it was purified by the decline following the Ontario Bank's collapse.

"The steadiness of the market is all the more noteworthy because of the continued stringency in the local money market. The outlook now, however, promises some relief in this regard. The opening of spring sees a large number of immigrants arriving, almost every one bringing some funds with him, and an outward flow of the western wheat crop tied up by the congestion of the ways' traffic. Both these factors will tend to increase the supply of loanable funds. It is perhaps true that some of the grain to be exported has already been drawn against in London. This may prevent the actual export furnishing as much relief to the banking situation as might be expected. But a large quantity of the western wheat crop still remains to be sold. This will begin to move as soon as navigation opens, and the funds which will be put into circulation as a result of these sales will go towards the relief of commercial conditions. The amount of grain for export is estimated at about 30,000,000 bushels, representing about $20,000.000. At the same time Canadian commercial interests have not ignored the distressful signals for months displayed in the world's money markets and by the caution advised in so many of the year-end addresses. The result should be a generally healthy condition in Canadian trade.

"The announcement of the $2,500,000 new issue of Bell Telephone Co.'s stock has seriously depressed the price of the old stock. In the present condition of the money market, this is a large amount to issue.

"So far as the conditions in Wall Street have been brought about by tight money, it would seem that if the stock market has not yet supplied sufficient funds for the continuation of the present business activity, some check in trade would follow. But there appears to have been a personal element in the recent Wall Street operations. The market also reflects lack of confidence abroad, and with home securities down to a level offering attractive yields, it will take some time to restore that confidence among British investors. Meantime, British funds seem more likely to look for investment in Canada than in the United States.

"The comparative steadiness of Nipissing stock in the recent general weakness has been most striking, and in our opinion indicates purchases by well informed interests, as well as the fact that holders have not been disturbed by rumors about the dividend. The possibilities of the property make the question of the immediate dividend of minor importance.

The beautification of the provincial towns by fine buildings is in itself a lasting debt of gratitude to the Canadian banks and banking system. The Ingersoll Chronicle records with much praise-giving detail the opening of the Merchants' Bank new office there last Saturday, and says the architectural beauty of the building furnishes a distinct ornament to the town and one of which the citizens may feel justly proud. The details of the building were carried out under the supervision of the manager, Mr. George Carruthers.

COBALT DEVELOPMENTS

AN OPTIMISTIC FEELING RISING WITH THE SPRING.

Stocks Recovering from Forced Liquidation — New Values Being Found — The New Coniagas Will Pay a Dividend Soon — Rumors of Mergers —The Lawson Case in the Supreme Court — Notes on the La Rose and O'Brien — Cobalt Lake Has Won $12,000 Worth of Ore Prospecting.

The spring crop of bull arguments over the Cobalt prospects is beginning in genuine earnest after the winter of discontent, and much higher prices are now predicted for many stocks. The more optimistic feeling has been reflected in the stock quotations during the past week and gains have been made over the preceding week, Peterson Lake and Trethewey being the properties showing the most strength.

The great lawsuit over the Lawson property will be reached in the Supreme Court very shortly. It is one of the most involved cases that has been before the courts for many a day. The various parties have been buying into the litigation, so that the tangle has become all the greater. An appeal will be taken to the Privy Council unless a settlement is made after the Supreme Court's decision.

There are many rumors of mergers going about, some of which are not yet authenticated.

Coniagas.

This company will probably be the next to declare a dividend, and a very much higher price is predicted for the stock. It has a very large amount of ore in sight, and its shipments this year are bringing rich returns. In the list of shipping mines, on another page, Coniagas is mentioned among the dividend payers. This refers to the mine and the former, not the present Coniagas Mines (Limited), which was organized last autumn with a capital of $4,000,000.

Peterson Lake.

This stock has been very strong during the week and there were rumors of the purchase of the Nova Scotia mine, which is adjacent and is showing a rich vein. The rumor has not yet been confirmed, but it was sufficiently definite to state that the price to be paid for Nova Scotia was 40 cents a share.

The La Rose.

According to the New York Commercial, Mr. L. Henry Timmins, vice-president of the La Rose Company, stated that plans were on foot to transfer the property to a $5,000,000 or $6,000,000 corporation and make the company a public one as compared with the few who now own the stock. From its inception La Rose has been operated as a close corporation, the outstanding capital being limited to $480,000. Mr. Timmins stated that La Rose now had in sight a tonnage of ore that would exceed $15,000,000 in value, the work so far being limited to the three best veins. He further stated that a 100-ton concentrator would probably be installed by the company this summer. Regarding Nipissing, Mr. Timmins said it was a much better property than most people had any idea of. What Cobalt most needed at present was a good sampler, a concentrator, and larger smelting facilities.

Cleveland Cobalt.

The Toronto News correspondent says: Details of the Cleveland Cobalt strike are now to hand. A calcite and slate vein in alternate layers about thirty inches wide was discovered about sixteen feet from the main vein. The discovery was made in a shaft sixty feet from Lake Clear, around, and in which, all property of the Cleveland Cobalt is situated. This vein is visibly shot through with native silver. The strike has been a very welcome one to property holders in the vicinity, as hitherto finds to west of the Buffalo have been few and far between. Work, with the exception of widening the shafts, has practically ceased until air can be supplied for the extensive plant to be installed on the company's lot in Cobalt. The intention of the management is to supply air and electric light to some of the smaller properties around, which cannot very well afford to have plants of their own.

Green-Meehan.

The stock continues weak on the local exchanges owing to its supply being greater than the demand. There has been some forced selling, but there is some prospect that this is over. Some very rich ore is now being taken out, running in blocks or nuggets of great size.

Trethewey.

Trethewey is recovering from the very heavy liquidation. During the slump in stocks, one lot of 40,000 shares came on the market for financial interests. It would appear that, both in regard to Trethewey and other producing properties, the liquidation is over and market prices should improve.

The O'Brien.

The owners of the O'Brien mine are pursuing a consistent policy. While it is the best equipped mine in the camp, the need of new machinery becomes evident to the owners, as the shaft deepens and large outlays will be made in this direction. This policy may be an object lesson to other properties, and conservative operators will probably not be too anxious to pay dividends too quickly.

The main shaft is now down 320 feet, perhaps the deepest in camp. In all, 900 feet of drifting has been done, 400 at the 50 foot level, 300 at the 100 foot level, 100 at the 200 foot level, and drifting has just commenced at the 150 foot level. Though there are 20 veins on the property, ore only is being followed on the main shaft. It is said that the shaft has penetrated into the keewatin underlying the conglomerate, and that the silver values continue as grea that the silver values continue as great, though less equally distributed. There are still many experts who believe that when the veins are followed through the conglomerate into the keewatin they will break off or pinch out. The experience of the O'Brien goes to disprove this and accounts for Mr. M. T. Culbert's optimism and belief of the continued values to be found in the keewatin. In addition to the main shaft two others are being sunk, one near to Cobalt is now down 35 feet, and sinking is proceeding on it rapidly; the other is in the swamp east of the main buildings and workings, and has only just been commenced. It is down about twelve feet only.

Cobalt Lake.

The eight thousand holders of Cobalt Lake are about to receive their certificates, and with them encouraging news. In the course of the prospecting work accomplished since the New Year the company has sacked $12,000 worth of ore, which is indicative of the values found in some of the veins. The development work, as described by Mr. E. J. Fraleck, in his report dated March 18th, includes these shafts; No. 1, 20 feet, niccolite, 5 feet; No. 4, 25 feet; No. 5, 20 feet; No. 3, the equivalent of 12 feet, or a total of 82 feet. In his report, Mr. Fraleck says:

"The south end of the lake near the McKinley-Darragh, has been stripped. One promising place has been found, but not enough work has yet been done to ascertain the existence of mineral. A shaft will be started at that point within the next ten days to enable us to crosscut to the McKinley-Darragh vein. The McKinley-Darragh people about ten days ago, in a cross-cut through country rock, found a very fine blind vein, which did not appear on the surface. The boiler foundation is completed, a cobbing house has been erected, and a blacksmith shop completed. One boiler has arrived. We have sacked 40 bags of first grade No. 4 ore, between 40 and 45 sacks of first grade niccolite ore, and about 15 sacks of first grade smaltite ore, and approximately an equal amount of second grade ore."

THE CANADIAN NORTHERN.

Is Not for Sale — No Likelihood of its Annexation by G. T. P.

The co-incidence that Mr. Charles M. Hays, president of the Grand Trunk Pacific, and Mr. William Mackenzie, president of the Canadian Northern, are in England at the same time has suggested the idea to the Montreal Star that there are negotiations on for the purchase of the Canadian Northern. The Post has reason to believe that there is no foundation for the suggestion. The president of the Canadian Northern, when the same suggestion was made to him by the writer three months ago, said that no money could buy the Canadian Northern. Before he left for Europe Mr. Mackenzie stated he was not going after more funds. The Canadian Northern, in spite of all its proposed extensions, has to-day a system which (excepting two bad winter months) is capable of carrying itself without further assistance. It can plough its furrow alone because it has avoided unproductive territory and the trans-continental idea, except as a future aspiration. Its western lines are all productive of a self-sustaining revenue. Its capitalization for what it has is lower than any road in America, and there is every prospect that it will remain a monument to the remarkable enterprise of two remarkable men, doing things in a remarkable manner, (to quote Mr. B. E. Walker) and that its common stock will come on the market under present auspices and when that time comes, said Mr. Z. A. Lash, "Buy Canadian Northern." Mr. James J. Hill had never any thought of selling Great Northern. Mr. Mackenzie and Mr. Mann are of the same kidney.

The Sterling Bank opened its Montreal branch this week in the Standard Life building. Their new offices are centrally situated and are neat and commodious. The inspector, Mr. W. D. Hart, is in charge for the present.

THE SECURITY REVIEW

THE BUSINESS AND FINANCIAL OUTLOOK.

C. P. R. Drops at Last — Conditions Which Cause Conservatism — The World-wide Scarcity of Money — The West is Gambling on the Crop — Bank Stocks are Worth Buying — Notes on Leading Canadian Stocks.

The stock market disturbance in the United States, its causes, its effects, most of all its portents, still remain the prominent topic in the world of finance. Canada is concerned with the trend of the underlying conditions which are applicable universally, but especially so to a country where proximity produces analogies. Financial situations are such that any line of discussion can with more or less speciousness be followed to a logical conclusion, supported by figures and precedents. However, much of a business reaction may be portended, by the recent debacle in the security market, this much is tolerably certain that a similar depression to 1893 is not necessarily the outcome. In the stock market declines of that year the west was entirely dependent on the east for its supply of money and the withdrawal of funds from the developing communities of the west prostrated their progress. The same dependence does not now exist and in a measure the effect of the Wall Street shrinkage was more or less local.

The whole situation once more points the moral which has been emphasized by the writer: that if Canadians confined their operations more to the development of their own resources than in speculation in foreign securities they would profit themselves and their country.

In the Dominion there is no sign of a business depression as yet. The emigration has begun and is in greater volume than in any previous year and its character shows so far, if anything, an improvement. The estimate that there will be 300,000 added to the population from exterior sources in 1907 is probably not beyond the mark. The railroad construction is going to be hampered by lack of labor, but must continue in very considerable degree. The scarcity of money is probably in view of present conditions, exercising a salutary effect on the optimists in business, who are desirous of extending continuously. The payments from the west are coming in slowly. The car shortage and the inoperativeness of the railroads, owing to the winter conditions, have exaggerated the other difficulty—the locking up of the merchants' money in land speculation. The position is such that the westerner has become largely a gambler on the crop. If there is a poor crop year there are going to be difficulties that will re-echo throughout the Dominion. Their effect will be mitigated by the reserve fund in the west, the wheat left in the local elevators and the farmers' hands, and as The Post's Winnipeg correspondent has pointed out, about one-third of this wheat will still be on hand by the time the next harvest is being garnered.

The cost of carrying over the crop, added to the expense of harvesting, has been a serious tax on the west, and wholesale houses report that payments are in a more backward state than for many years, and as new supplies are needed in large quantities the situation becomes the more strained.

Meantime the manufacturer is paying more than ever for raw materials and wages. Wool, cotton, copper, pig iron, all the basic commodities, are on a very high price plane, while wages in all occupations have reached a point which many believe must be a maximum. Some people are inclined to favor liquidation and a trade depression in order to scale things down to an economic basis.

With money in permanent scarcity there need be no prospect of any appreciable uplift in the prices of securities. There is every likelihood that the Canadian stock market will continue to move along in narrow compass. Very much depends on the western crops this year, more so than usual on account of the land situation there and the money situation here.

In Wall Street there are signs of over-extended short accounts that may give temporary stability to prices, but just as Canadian stocks refused to slump with the decline in the U.S., they are not likely to respond to any temporary advance which may be resultant in New York.

While bank stocks must necessarily follow the general trend. well-founded Canadian banks to-day offer the most inviting possibilities to the investor. As Canada develops the banks' earning powers will approximate those of the Old Country, where 15 per cent. may be cited as an average dividend.

The usual Friday break, which was interrupted only last week, after the two panic days, in its repetition since January, occurred yesterday. C.P.R. was made the object of attack and at last came down from its high horse. It opened at 171½ in New York and closed at 163⅛, a loss of 8⅜ points on a large volume of transactions. This is the low point for the year to date. There was considerable selling on London account and there were private cables stating that further failures would possibly be announced on the next settling day. The weakness of some left-over long accounts in London and the target the stock presented to the bears who have been wanting to spring upon it caused the break. It is, however, a dangerous stock to be short of.

Erie was another issue which reached the low point of the year, closing at 25⅛, or more than two points below the panic level. Mackays held firmly, closing at 67. Twin City was another soft spot, the last quotation being 93. The other Canadian issues were not greatly moved. The Wall Street market closed with an all round weakness.

Dominion Bank.

There was a time when there was a floating supply of this stock on margin, but that period has passed. A daily paper, having glanced over an insurance company's statement of securities, discovered that some 1,500 shares of Dominion Bank were held as collateral, and concluded that this item suggested a large margin account among the public. That particular insurance company owns 1,236 shares of Dominion Bank outright and as the general manager remarked to The Post, "I wish we owned ten thousand more."

C. P. R.

The earnings for the week ending March 14th show that the bad period is past and "the time of the singing birds is at hand." The amounts were, in 1907, $1,369,000; in 1906, $1,143,000, an increase of $226,000. The wheat left from the west, the weekly emigration occupying all their steamship capacity from the east, will keep the company very active until after the next harvest. Its allied companies, Soo and Duluth, are not making such brilliant expositions. Duluth's receipts for the second week in March showed a decrease of $1,451, while Soo's increase was a paltry $5,757.. During the week Sir Thomas Shaughnessy gave a statement in regard to the construction work and new lines, showing that altogether the company has in hand extensions amounting to 958 miles of new lines, while the double tracking that is to be carried out comprises another 535 miles, making altogether nearly 1,500 miles, as compared with 1,000 miles under construction on the Great Northern, 1,900 on the Grand Trunk Pacific, and 1,500 on the Canadian Northern.

The double tracking includes 426.7 miles from Winnipeg to Fort William, and 108 miles from St. Anne's to Smith's Falls.

Sao Paulo.

Sao Paulo January gross earnings were $24,722 gold, operating expenses $15,520 gold, net earnings $9,202 gold. The electrification of the street railway system owned by this company is being proceeded with, and earnings of the lighting department are apparently increasing steadily. Present earnings promise a considerable increase for 1907 over last year.

Montreal Street.

Montreal Street Railway net earnings for February increased 6.65 per cent. and surplus increased 16.22 per cent. compared with February of last year. Fixed charges increased only 1.02 per cent., owing to a decrease of 20.17 per cent. in interest on bonds and loans. The surplus for the five months is $16,282, or 6½ per cent., behind last year.

Gross earnings in the five months showed the increase of $156,444, or 13½ per cent., but the net gain was only $40,422, or 10½ per cent.

Dominion Steel.

The Dominion Steel Company hopes to blow in its new Bessemer steel furnaces (now building), in about six weeks. With the satisfactory working of these furnaces, a new era is looked for in the manufacture of steel at the Sydney plant. The present method of separating phosphorus and other superfluous elements from the molten metal is too slow, and does not meet the requirements of the many heavy contracts for steel rails, with the result that the management decided to instal the Bessemer plant to hasten the output. The rail mill can handle a much larger quantity of steel than can be delivered to it by the present system, but it is expected that when the new plant is in working order steel will be furnished in sufficient quantities to keep the departments of finished product at the maximum output.

BELL TELEPHONE.

Speaking of Bell Telephone, Edward Cronyn & Co. say in their weekly market letter:

"We would call the attention of conservative investors to an opportunity offering at the present time. The Bell Telephone Company, which recently presented to its shareholders the best statement in its history, and this is saying a good deal, has decided to issue further stock to keep pace with the growth of its business throughout Canada. Realizing the difficulty of having this stock taken up while money is so tight it is issuing it at par, though the three issues since May, 1902, have all been made at a premium of 25 per cent. The rights on the old stock are now for sale in the open market at prices, which, with the payments, would amount to under 120. The stock pays 8 per cent. in dividends, and at 120 would yield a little below 7 per cent.

The executive heads of both the Dominion Steel and the Dominion Coal Company were in Halifax this week in regard to legislation and immediately the Blue Nose reporter wires particulars of the great fight on between the Coal and Steel interests. There does not appear to have been much conflict. The companies were attending to their own business.

Mr. J. H. Plummer, president of the Dominion Steel Company telegraphed the Montreal Star that there was not the slightest foundation for the statement that the general manager, Mr. Jones, was to resign.

BANK OF MONTREAL
(ESTABLISHED 1817)
Capital (all paid up), $14,400,000.00. Rest, $11,000,000.00. Undivided Profits, $159,831.84
HEAD OFFICE—MONTREAL
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F. J. Hunter, Inspector N. West and Br. Col. Branches. E. P. Winslow, Inspector Ontario Branches.
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Province of Ontario.—Alliston; Almonte; Aurora; Belleville; Bowmanville; Brantford; Brockville; Chatham; Collingwood; Collingwood (Ontario Bank Branch); Cornwall; Deseronto; Eglington; Fenelon Falls; Fort William; Goderich; Guelph; Hamilton; Hamilton, Sherman Ave.; King City; Kingston; Kingston (Ontario Bank Branch); Lindsay; Lindsay (Ontario Bank Branch); Millbrook; London; Mount Forest; Newmarket; Ottawa; Ottawa, Bank Street; Ottawa (Ontario Bank Branch); Paris; Perth; Peterboro; Peterboro (Ontario Bank Branch); Picton; Port Arthur; Port Hope; Sarnia; Stratford; St. Marys; Sudbury; Toronto—Front Street, Yonge Street, Wellington Street (Ontario Bank Branch), Queen Street (Ontario Bank Branch), Richmond Street (Ontario Bank Branch), Carlton Street (Ontario Bank Branch); Trenton; Tweed; Wallaceburg; Warsaw; Waterford.
Province of Quebec—Buckingham; Cookshire; Danville; Fraserville; Grand Mere; Lake Megantic; Levis; Montreal—Head Office, Hochelaga, Ontario Bank Branch, Papineau Avenue, Point St. Charles, Seigneurs Street, Ste. Anne de Bellevue, St. Henri, West End, Westmount; Quebec; Quebec, Upper Town; Sawyerville.
Province of New Brunswick—Andover; Bathurst; Chatham; Edmunston; Fredericton; Grand Falls; Hartland; Moncton; Shediac; St. John; Woodstock.
Province of Nova Scotia—Amherst; Bridgewater; Canso; Glace Bay; Halifax; Halifax, North End; Lunenburg; Mahone Bay; Port Hood; Sydney; Wolfville; Yarmouth.
Northwest Provinces—Altona, Man.; Brandon, Man.; Calgary, Alta.; Edmonton, Alta.; Indian Head, Sask.; Lethbridge, Alta.; Oakville, Man.; Portage la Prairie, Man.; Raymond, Alta.; Regina, Sask.; Rosenfeld, Man.; Saskatoon, Sask.; Winnipeg, Man.; Winnipeg, Fort Rouge; Winnipeg, Logan Avenue.
Province of British Columbia—Armstrong, Enderby, Greenwood, Kelowna, Nelson, New Denver, New Westminster, Nicola, Rossland, Sumerland, Vancouver, Vernon, Victoria.
IN NEWFOUNDLAND: ST. JOHN'S, Bank of Montreal. BIRCHY COVE, Bay of Islands, Bank of Montreal.
IN GREAT BRITAIN: LONDON, Bank of Montreal, 46-47 Threadneedle Street, E.C. (F. W. Taylor, Manager.)
IN THE UNITED STATES: NEW YORK (R. Y. Hebden, W. A. Bog, J. T. Molineau, Agents), 3 Pine Street. CHICAGO, Bank of Montreal (J. M. Greata, Manager). SPOKANE, Wash., Bank of Montreal.
IN MEXICO: MEXICO, D.F. (T. S. C. Saunders, Manager.)
BANKERS IN GREAT BRITAIN
LONDON, The Bank of England.
" The Union of London and Smith's Bank, Ltd.
" The London and Westminster Bank, Ltd.
" The National Provincial Bank of Eng, Ltd.
LIVERPOOL, The Bank of Liverpool, Ltd.
SCOTLAND, The British Linen Company Bank, and Branches
BANKERS IN THE UNITED STATES
NEW YORK, The National City Bank.
" The Bank of New York, N.B.A.
" National Bank of Commerce of New York
BOSTON, The Merchants' National Bank.
BOSTON, J. B. Moors & Co.
BUFFALO, The Marine Natl. Bank, Buffalo
SAN FRANCISCO, The First National Bank.
" " The Anglo-Californian Bank, Ltd.

Head Office, Montreal

THE MERCHANTS BANK
OF CANADA
ESTABLISHED 1864
Capital Paid-up - - $6,000,000
Reserved Fund and Undivided Profits 3,674,596
Total Assets - - 53,000,000
118 Branches and Agencies in Ontario Quebec, Manitoba, Saskatchewan, Alberta, and British Columbia.
A General Banking Business Transacted.
Special attention given to collections
SAVINGS BANK DEPARTMENT
AT ALL BRANCHES.

THE METROPOLITAN BANK
Capital Paid up - - - - - $1,000,000.00
Reserve Fund and Undivided Profits - $1,183,713.23
DIRECTORS:
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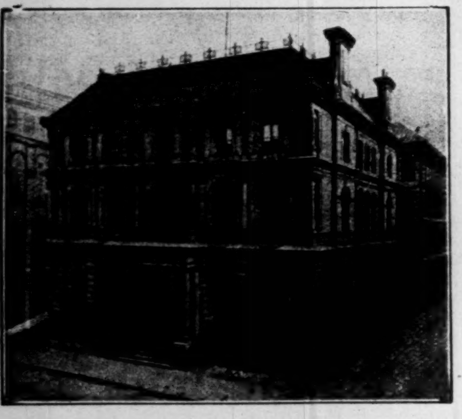
GENERAL BANKING BUSINESS. SAVINGS DEPARTMENT AT ALL BRANCHES



HEAD OFFICE, MONTREAL

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Reserve Fund, - 3,000,000
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A. D. DURNFORD - Chief Inspector
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SELF HELP SERIES

This is a department which we hope will be found inspiring and interesting to young men and women. There will be thousands of them in the employment of subscribers to the Post. The attention of the employers might also be directed to these articles.

THERE ARE OTHERS.

XI.

The names of John D. Rockefeller, Mrs. Hetty Green, Andrew Carnegie et al are held up to mortals as examples of thrift extraordinary—individuals who are being possessed of exceeding joy in their atainments—with a moralish post-scriptum to all readers: "Go to—and do likewise. (You and I would not be a bit joyful if we did.)

* * *

It has been given to few mortals to set heart, soul, mind, body upon the accumulation of material wealth—though such a condition of mind and body can doubtless be cultivated by perseverence and other traits set down in copy-book head-lines—but, to accomplish much one must sacrifice much, and when you have gone without everything—and die—(I am not going to moralize—just read on)—the money accumulated during the stress of life stays here, and there will be nothing tangible to begin the next state with—except the gift of concentration, which may be an asset. We want something more.

* * *

So it always seems to me a nonsensical way of teaching the value of putting-aside-money to uphold those persons who have made hoarding their chief object in life.

* * *

Another set of lucky beings who are upheld are those who were born in lowly circumstances on a mortgaged farm. They longed for learning, valued money because they had never had it, and set their ambitions upon something higher than any position they came daily in contact with. They wanted to be uplifted, and feeling that book learning was the open sesame to conditions barred to them, schemed and worked for their object—all honor to them. They attained it. Others saw their open way through work—they reached the main road too. It was all concentration—every one of us has the power—but not all the incentive to call it into full play.

But there are others!

Take the great class of people who have come into the world surrounded by every comfort, who, in babyhood rode in lace dedecked perambulators with capped nurses on guard; who later, howled over their porridge, notwithstanding its plenteous additions of sugar and thick cream; who lounged in an atmosphere of books, and sulked over school hours; who, when a university course was dangled before their mental vision, actually balked; who received their money allowance with the remark: "It's not half what the other fellows get!"; whose ambition was to be as their ancestors were.

These are the people upon whom the hardships of doing without money fall most heavily when they do fall—and they are the ones who never whimper when hard times come, but of their own selves try to turn around and learn the lesson of giving up in order that something may be put aside.

It is a hard lesson for them—and they have to learn it when they are full grown—which makes it doubly difficult.

Is there any way to teach them to help themselves?

To buy what they want, to give when asked—is second nature to them. Money is absolutely necessary—for it has always been theirs, and existence without it has never been contemplated.

It is hard, very hard, for them to convince themselves that bits of spending silver can be put aside to grow into dollars. Dollars are small ideas to them anyway! A hundred dollars is merely the price of a picture, a garment, a short trip.

Yet, these are the people who receive no word of encouragement—when they have money they are sought after and spoiled—when they have none "they were never much good, anyway!" Each gives them a knock down with a word in their disfavor.

I sat in the Roycroft chapel in East Aurora one evening—the first one of this year. Elbert Hubbard was talking: "To get on in the world a man should have at least one shiftless parent, and a place to grow up in where there isn't anything."

I am inclined to think that the words said half in jest mean a great big truth.

The youth with the proverbial dollar-in-his-pocket who strikes a town "looking for a job" holds on to that dollar all through life—doubling, trebling—millionairing it, never lets go and never forgets to crow about it. Remember—he had that dollar—he had nothing else to hold on to—no feeling of pride, consideration for the feelings of others—or others' handicaps—yes, he had something; he had the schooling of hard knocks, sleeping in the open and mealing when he could, that gave him strength to trundle a barrow and the fortitude to listen to the reproofs that fell to his lot. He had been used to just such conditions, and, when his first pay day came, his initial investment was not in a rousing good tubbing—cleanliness was a luxury—and he must climb to reach that state. But, his grandchildren, who have been lulled to sleep by music-box accompaniments, and demand fresh serviettes with every meal would cut a sorry figure in any town with that some old dollar as capital.

So the men who really do make good—and of whom one hears nothing in praise, are those who have been reared among the pleasurable conditions of life, who, through no fault of their own, have been compelled to accept the conditions among which they have not been reared, and yet who have the grit to veer right around from their natural point of view of life and see living from a point that is as foreign to them as Mars is to the Earth. It takes a brave nature and a broad mind to do this, and, furthermore, to re-adjust life to the requirements of that point of view.

The man who does this cheerfully, who has to turn his thoughts back and learn the A B C of "doing-without"—and "putting by" while he does it, is to my mind, a greater personage than the one who learned the alphabet of hardships in infancy—who went on and up, neither missing nor sacrificing anything—for nothing had been his to give up.

I have no objections to self-made people; as Oliver Wendell Holmes said: "It is better to be made that way than not made at all," but, one does grow tired of their everlasting exalting of themselves, and their objectional display of feelings of superiority over those who have had one or two interests in life besides the eternal dollar.

This may not be a helpful article for this self-help series—in fact it savors of limited admiration for one kind of self-helping, but it is one point of view—the point of view that is seen from the side of the one who loses—and begins: The one who must readjust his way of living and has strength of mind sufficient to be happy in his slow-climbing to his place again. He is helpful—beneficial to mankind, because of his tolerance and sympathy with those around him, and his willingness to put work in the way of others in order that they too may regain their footing—much more beneficial, I believe, than those who have ruthlessly collected cents from any and every quarter, unmindful of human interests until they have piled into a sum so big that they don't know what to do with it, and plume themselves with feelings of generosity when giving it away to universities, libraries, and other institutions which they say, "will give to others the advantages we lacked," but which the other man never felt the need of, for such advantages had been his always.

E. B. B. R.

BOND PRICES.

A Well Known Firm Expects Much Improvement—Reasons Given for a Future Advance.

The bond market has suffered depreciation and been extremely dull for a period of years. As all financiers know, the price of bonds improves in reverse ratio to the price of commodities, Great business activity, good prices, high wages, good times, all militate against bond prices, because the public have so many other channels for the use of their money. When a business decline comes, the business man curtails the introduction of capital into his business, and draws in his commitments. When reaction in realty speculation succeeds a property boom, the investor stops buying land and frequently wants to realize on his mortgages. A sound bond appears to him under these circumstances the best sort of an investment. Is the era of hard times coming? The belief of a prominent firm of New York brokers, Messrs. E. H. Gay & Co., is that there will be a larger demand and advancing prices. They favor the long-term bond against the short-term note. The following circular gives their views:

"In view of the favorable prices at which long-term bonds may now be purchased (the lowest in 25 years) the benefits to the investor in buying at seemingly attractive rates the present issues of short-term railroad notes are imaginary rather than real. In other words, the financial advantage lies with the present large returns from bonds running a long term of years, which more than offsets the higher rates yielded by notes running for short periods only. These temporary obligations will doubtless be refunded at maturity into long term bonds affording a less annual yield to the investor than the borrowers would be obliged to pay upon to-day's markets, and which permanently higher rate the corporations thus find their account in avoiding. Per contra, the investor's best interest to-day lies in long term bonds with relatively large annual yield.

"Underlying factors all point to quicker demand and advancing prices for bonds in the not distant future. This class of securities has received from divers sources a series of setbacks for two or three years past, resulting, apart from their merit as underlying mortgages and therefore the most conservative form of investment, in forcing them to the lowest prices in years. The heavy shrinkage in stock values, forming once more an object lesson in the instability of that junior class of security, the recession in the industrial world, which now confronts us with resulting lessened demand upon financial resources, the practical cessation of huge issues of railroad notes, which have aggregated upwards of $240,000,000 since January 1, 1907, the passage of the Aldrich bill, under whose provisions the sum of $300,000,000, which was last year withdrawn from circulation in favor of the United States treasury, may this year be deposited in the national banks, the growing interest in American securities abroad with resultant exchange credits, the long absence of banks, trust companies, and other investors from the bond market, the extremely low level which bond values have reached, all point to this class of security as being the safest and most attractive now available and destined to receive the buyer's favor from now on in preference to all other forms of investment.

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REST, - - - 5,000,000
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The Dominion Bank
HEAD OFFICE - TORONTO, ONT.
Capital Paid-up - - - - - - $3,000,000
Reserve Fund and Undivided Profits - - - - 3,928,000
Deposits by the Public - - - - - 36,000,000
Total Assets - - - - - - 49,000,000
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THE ROYAL BANK OF CANADA

DIVIDEND NO. 78.

Notice is hereby given that a Dividend of Two and One-Half Per Cent. for the current quarter ending 31st March, being at the rate of Ten Per Cent. per annum, upon the Paid-Up Capital Stock of this Bank, has been declared, and that the same will be payable at the Bank and its Branches on and after TUESDAY, the 2nd day of APRIL NEXT.

The Transfer Books will be closed from the 16th to 31st March, both days inclusive.

By order of the Board,
E. L. PEASE,
General Manager.
Halifax, N.S., February 21st, 1907.

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General Manager.

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THE BUSINESS EXPANSION.

As Exemplified in the Growth of Bank Clearings.

The following table of bank clearings for the past five years is indicative of the business expansion of Canada in that time. Winnipeg has naturally shown the greatest ratio of increase and next to the Prairie Metropolis comes Vancouver. Toronto shows a gain of 50 per cent. and Montreal of 40 per cent. in that period. Calgary and Edmonton, which established clearing houses in 1906, are not included. The figures, as compiled by Mr. J. T. P. Knight, manager of the Montreal clearing house, are as follows:

	1906.	1905.	1904.	1903.	1902.
Montreal	$1,533,597	$1,324,314	$1,065,067	$1,113,978	$1,098,970
Toronto	1,219,125	1,047,491	842,097	808,748	809,078
Winnipeg	504,585	369,868	294,601	246,108	188,370
Halifax	91,837	89,252	90,116	93,350	88,532
Hamilton	78,480	68,386	59,003	53,420	45,965
St. John	60,042	52,836	51,423	49,013	42,424
Vancouver	132,606	88,460	74,030	66,216	54,468
Victoria	45,615	36,890	33,070	30,818	28,570
Quebec	91,618	85,795	79,844	88,329	73,247
Ottawa	135,327	120,892	106,638	106,084	95,469
London	57,863	50,430	45,552	42,831	*23,098

* Part of year.

(000 omitted.)

The Bank of Montreal announces that the half-year's interest, due on April 1, on the Dominion of Canada 4 per cent. guaranteed bonds, and 2½ per cent. inscribed stock, will be paid by them on that date.

It is said that about 70 per cent. of the Grand Trunk Pacific Railway Company 4 per cent. debenture stock recently offered was applied for, and that the balance has been disposed of. The stock is quoted ½ discount.

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Telephone Main 4503 TORONTO

WHERE CANADA SCORES

RATE REGULATION UNDER ONE FEDERAL BODY.

The Recent Act of the Railway Commission — Maximum Fare East of the Rockies Three Cents a Mile—It Affects Local Traffic Only—Canada's Favorable Situation Compared with the Troubles in the U. S.

The sole instance of widespread rate enactment in Canada for many years has been the action of the Railway Commission this week in reducing passenger fares east of the Rockies to a maximum rate of three cents a mile. Holders of Canadian railroad stocks need not be at all frightened. Its effect on the Grand Trunk is almost nil. It will cause some reduction in local short distance rates on the C.P.R. in the Northwest, but the through rates, which involve the greater portion of the passenger business, are not affected. In fact, by way of retaliation, the C.P.R. could raise its through rates and still be within the law, as the following fares from Toronto indicate:

	Mileage	Present rate.	3 cts. a mile.
Port Arthur ..	859	$25.75	$25.77
Winnipeg	1,289	32.80	38.67
Regina.	1,646	41.90	49.38
Calgary	2,129	58.35	63.87
Vancouver.. ..	2,769	67.75	83.07

This action disposes of any fears of a drastic reduction in the near future. The passenger business of a railroad in Canada is small compared to the freight business.

Compare this conservative enactment with what is proceeding in the United States and one can understand why the stocks of Canadian railroads can hold stronger. Canadians should be pleased with their more sensible form of government which provides for the regulation of rates and all questions, except taxation, by a Dominion Railway Board, so that the railroad companies in each province (state) are not hampered by exacting provincial restrictions. Canada is a very much more comfortable field for foreign investment than the republic to the south.

The following gives an idea of what is being done in some of the states:

Wisconsin.—Railroad commission has enacted a rate of 2½ cents per mile and 500-mile books for $10. Previous legal rate 3 cents a mile.

Kansas.—Seventy-three railroad bills introduced, of which ten were passed, as follows:—To prohibit passes; to reduce grain rates 15 per cent.; to limit the hours of trainmen to sixteen per day; to require that freight trains be run fifteen miles per hour; to prohibit the confiscation of coal; to increase the power of the railroad board; to authorize the state board to intervene in interstate commerce cases; to provide for reciprocal demurrage charges; to authorize the state board to establish terminals; to require railroads to furnish sheds for employees, and to sell 500 miles of transportation for $10.

Texas.—Two-cent a mile rate probably passed this week. Anti-free-pass bill enacted. Reciprocal demurrage provided for.

Michigan.—A bill compelling railroads earning over $1,000 a mile to give a two-cent rate has been introduced in the senate and will probably pass. A bill is also pending on reciprocal demurrage.

Missouri.—Two cents a mile on all main lines, former rate being three cents.

Minnesota.—Proposed laws provide tax on iron ore; an increase in taxes on telephone, telegraph and express companies; taxes on foreign corporations; increase in tax on gross earnings, and many other tax laws. The two-cent a mile bill will probably be adjusted by concessions from the companies.

Ohio.—The two-cent a mile rate is already in force, having been passed last winter.

Indiana.—The two-cent a mile rate is in force.

Illinois.—The state railway commission will deal with the question of 2 cents a mile.

Georgia.—Railroad laws will be passed in July for the supervision of bond and stock issues, prohibiting free passes, campaign contributions and lobbying, and the power of the commission will be enlarged to compel side tracks and spurs where proper. The state owned road from Chattanooga to Atlanta, the W. & A., now leased, will probably be extended to the sea, three hundred miles, the extension to be operated by the state.

Pennsylvania.—During the present session of the Pennsylvania legislature forty-eight bills affecting steam and trolley railroads of the state have been introduced in the senate and house. While no enactments have been made, the opinion is freely expressed, both by legislators and railroad men, that a two-cent per mile passenger rate bill will be passed. Chances also favor a railroad commissioner bill becoming a law. The house has already passed the bill fixing the maximum passenger rate at two cents per mile, and a favorable report on the measure will be made by the senate committee within a few days.

A SUDDEN RALLY UNWISE

THE POST'S N. Y. CORRESPONDENT'S VIEWS.

It Hindered More Investing—Big Men Carrying Big Loads—The Legislative Hamperings of the Railways — Adverse Legislation Reflects Public Sentiment — The Outlook None Too Bright.

New York, March 20:—While the recent fall in prices of Wall Street stocks was unfortunate if inevitable, the rapid recovery at the end of last week was still more unfortunate. This recovery was altogether artificial. Even those who engineered the recovery will admit that much. It bore all the signs of a concerted campaign against the bears and the public was not deceived into the belief that it was a natural reaction from the very low prices recorded on the break. The shorts were driven pell mell to cover and their covering purchases, combined with the professional buying, brought about the very large advance.

The Position No Better.

This professional upturn in prices leaves the situation more unsatisfactory than it was the day after the break. This is obvious, because it serves to emphasize the fact that the market of itself disclosed comparatively little rallying power and that it would have remained at the low level of the break or indeed would have found a lower level if it had not been for the manipulation of Harriman and his clique, who are so interested in preventing a collapse in prices. If they had left the market to take care of itself it would have soon taken a position that would have so tempted the downright and outright investors, those who buy the stocks for cash and lock them away only when prices are exceptionally low, that the market would have been relieved of large blocks of stocks and a foundation would have been laid on which to build up a more solid structure of values.

Supply and Demand.

No one doubts for a moment that the ordinary rules of business must be applied to Wall street affairs if the dealings there are to be on a safe and sound basis. And it is doubtful if the general public will in the future place much reliance on Wall street until the methods of the big men there are pursued along a more conservative line. The only rule that governs business in other departments of finance and mercantile life is that of supply and demand. This is the rule upon which the prices of all the great staples of the country are based. Why it should not apply to Wall street, where the price of securities are in a sense only the measure of value in a material way, no sane individual will attempt to explain.

Big Men Carrying Big Loads.

Every time the market breaks the big men have gone to the rescue and their aggregate purchases have become somewhat unweildy. As this goes on their position will become extremely awkward. If the public will not relieve them of the load they are carrying, and the indifferent public apparently has no idea of doing any such thing, then the time will come when the last position of bulls will be worse than the first and the bears will have an easy victory.

Adverse Legislation.

The investing public is apparently frightened about the results of the epidemic of corporation attacks that is sweeping the country at the present time and manifesting itself in a very ugly manner in the different State Legislatures of the country.

It will be interesting to relate here a few of the laws directly against the railways of the United States that have lately been passed. A two-cent passenger rate law has been passed by the Legislature of the State of Illinois by a unanimous vote. The new 2c. per mile passenger rate law of the State Legislature of Nebraska became law on the 9th of March. Several passenger trains on the line between Los Angeles and Chicago have been cancelled. Passengers going through Nebraska are obliged now to buy tickets at the state line and to have their baggage rechecked. All excursion and commutation and other reduced rates of fare have been discontinued by the railways in that state. The Sunset Limited train of the Southern Pacific Railway was cancelled the other day or prevented from continuing its trip eastward to Chicago because of a very new drastic piece of legislation that had been passed by the State of Texas, providing that any train that does not run within thirty minutes of its schedule time shall be cancelled. The Sunset Limited on this occasion was fifty minutes late and its 200 passengers were obliged to wait over at Houston for twelve hours for the next train. It is said the Attorney-General of Illinois will take action to annul the $32,000,000 mortgage of the Chicago and Alton Railway, particulars of which were given by Mr. Harriman before the Inter-State Railroad Commission at New York.

Increasing Freight Rates.

To meet this adverse legislation perhaps, or to meet the increased expense of operation through the enormous increases made in wages to prevent strikes, the railways are making large increases in their carrying charges. The rate on bitumunous coal from the east has been increased 5c. per ton, or about $2 per car. The grain rates from the Mississippi valley to the Atlantic seaboard will be advanced 10 per cent. on April 15th. There has been an increase in the rates on iron and some of the heavy commodities of from 5c. to 30c. per ton. These increases in the freight rates may be the signal for other State Legislatures to retaliate against the railways on behalf of the people.

A Popular Cry.

Attacks against railroad and other corporations are popular these days. Adverse legislation is not the result of a few crank legislators. It is the reflection of the public feeling and regarded in that light is all the more serious. The question is where will it all end? It would almost seem that there is method in the madness of the legislators and that the object is to make private ownership of railways so unprofitable that those who control them will welcome some practical movement that would enable the Government of the country to promulgate some scheme of public ownership. If this is the motive of the legislation that is being directed against the railroads it may be more effective than appears on the surface at the present.

Outlook.

Everything hinges on the crops in 1907. A failure of one of the great staple crops of the country this year would be more or less disastrous. It is too early to have any accurate information on this matter yet. Another factor, looking a little further ahead, that must have a very great effect on the situation, is the coming Presidential campaign, which must soon begin to attract attention. If Roosevelt can be induced to run for another term, it will not be to the advantage of stock market jobbers or the disciples of high finance who are always or nearly always trying to advance prices and unload their stocks on the public. That a third term of the President would not be favorable to the stock market was made plain the other day by the visit of Mr. Harriman to Washington, and following that the call of J. P. Morgan on the President to induce him to use his influence to moderate the character of the legislation and action of legislative bodies at present being directed against the railways. The futility of these efforts was apparent beforehand. The President is scarcely a man to turn back once he puts his hand to the plough.

Between the Devil and the Deep Sea.

Not long ago the railways of the United States were opposing federal interference with railways in general and the doings of the Inter-state Commerce Commission in particular. They then wished to be left to the tender mercies of the State Legislatures. Now they are begging the President to step in and protect them from the aggressive attitude of the State Legislatures.

A. J. CANUCK.

The Grand Trunk Pacific line will open one hundred new towns in the Northwest. The statement that it has opened one hundred new towns is a little premature. It has, however, mapped out townsites to that number.

Cable Address, "OSLER."
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Toronto, March 23rd, 1907.

THE ANTI-RAILROAD CRUSADE.

The magnitude of the popular feeling against railroad corporations in the United States can be appreciated only by a catalogue of the legislative actions of the various states. An idea of the extent is given in another column, where, however, only a portion of the instances are cited. Twenty-eight states in all have either passed or have in full contemplation anti-railroad laws. In nineteen states laws have been enacted, or bills are pending, which will probably be enacted, reducing passenger rates, in most instances to two cents per mile. In twenty states reciprocal demurrage measures are enacted or under consideration, and in the present congestion of freight and the car shortage, the result will be fully as costly as the reduced passenger rates. This year the states which have adopted the two cent a mile passenger rate are. Arkansas, Indiana, Iowa, Missouri, Nebraska, Oklahoma, while the states in which similar legislation is likely to pass are: Illinois, Michigan, Pennsylvania and Tennessee. In cases where passenger fares are not reduced. taxes have been increased, freight rates lowered, or commissions appointed. The flood of pessimism which has swept over the investing community in the U. S. is not surprising when one gazes at the list. The violence of the movement has in a large measure been due to the roughshod action of the corporations themselves, and the corruption of American politics in the past when capitalistic cabals controlled state legislatures and obtained what privileges they pleased. This present condition would not have obtained if the American federal system had not many radical defects, chief among them being the sovereign control of the individual states over the common carriers, whose operations are hampered by legislation at each state line.

A FINAL WORD ON ANNEXATION

No historical writer has pointed out the basic defects in the U. S. system of polity so ably as Mr. Goldwin Smith. He still adheres, however, to the belief that Canada's ultimate destiny is annexation with the republic to the south. and in the Contemporary Review recapitulates his arguments and beliefs, proceeding on the general principle that geographical conditions must ultimately prevail. He says very delightfully, if pathetically, that to an octagenarian like himself the question has merely an academic interest. He holds firm to Montaigue; yet, with all respect to Mr. Goldwin Smith's knowledge of history, it is hard to conceive that sentiment, rather than geography, has been the ruling factor in the making of nations. Holland, Belgium, Denmark, even Norway, exist to-day as nations in spite of geography. At no time could this expression have been so little calculated to appeal to Canadians as the present, when they observe the financial and economic upheavals which have their root largely in the inferior political system that exists in the United States. The argument that the migration of the American farmer will assist the annexation sentiment across the Northwest parallel does not appeal. Omitting the Canadian-born agriculturist, who forms a decided fraction, this class of emigration has so far been grateful for the sounder system of law and order which greets them in the land of their adoption. It is true that in the distant future the great west of Canada will be the deciding factor on this question, but whatever tariff readjustments may be found necessary, there is no indication of any Continental Union movement reaching even the initial stage of conception.

SALVATION ARMY EMIGRATION.

The Salvation Army's experiment in sending emigrants to Canada this year will be watched with much interest. Of the detachments arriving thus far, good accounts are given. It will be remembered that Rider Haggard, the novelist, came here some years ago to look over the establishment of colonization farms for the Salvation Army. General Booth on his return, announced with the usual blare of trumpets, that the Army would dispatch during that season thousands of the poverty-stricken people of East London. On further information and reflection, it became evident that the people of East London were entirely unsuited for this work and that it would be a tremendous hardship to dump on our prairies people without resources of any kind or the slightest degree of agricultural adaptability. General Booth then announced that he would transport twenty-five thousand farm laborers and their families and the brass bands proceeded to drum up recruits for Canada. This effort causes another difficulty. There is a scarcity of agricultural labor in Great Britain to-day and if 25,000 of her rural workers are sent to Canada it will be a very serious blow. The farm laborer's lot in Great Britain is much more comfortable than the hired man's in Canada. In fact the workers on most English properties are better housed and quite as comfortable as many of the small rural farmers in Eastern Canada. It is estimated that the emigration to the Dominion this year from all quarters will reach 300,000.

TORONTO AND MUNICIPAL OPERATION.

The Post continues to utilize as a text against municipal ownership and operation the situation presented by the city's action in regard to the Toronto Electric Company. We hold no brief for any corporation, but the actual facts are so potent in pointing an argument that we cannot refrain from repeatedly citing it as an instance. We believe that the result of expropriation would be most unfortunate. In another column we have pointed out the absurdity of confusing the principle of expropriation with the very trivial issue of stock. The reasoning followed is by no means a capitalistic argument. When the city advances the belief that the price to be paid a corporation is dependent on its stock issues and its capitalization, it is laying down the principle that the owners of a property are the people who fix its value. An examination of the manner in which the city has operated the one public utility which it fully possesses, the waterworks, would expose the deficiencies of municipal ownership. If the water system had been in the hands of a private corporation we would doubtless have had numerous stock issues at par, but the city would have possessed a supply of pure water and a plant of value, instead of the worn out and obsolete system which is now being recruited all too late by an enormous outlay on the tunnel under the bay.

Cities in Canada that are contemplating municipal operation will find their financing a very costly matter. The feeling of the municipal bond buyer in the Old Country is not favorably disposed towards municipal corporations that aspire to operate their own utilities, and it is no time for the City of Toronto to invite the depreciation in their capital commitments which public ownership projects will inevitably entail until some municipality, which is yet to be heard from, demonstrates its advantages.

BANK OF ENGLAND.

The rate of discount at the Bank of England was unchanged at 5 per cent. A year ago it was 4 per cent. Two years ago it was 2½ per cent. The statement of the bank shows the proportion of reserves to liabilities at 44 per cent., compared with 46.39 per cent. last week, 46.63 per cent. a year ago, and 55.05 per cent. two years ago. The loss of 2.39 per cent. this week compares with a loss of .92 per cent. a year ago, and a gain of 3.93 per cent. two years ago. The statement shows:

		Increase
Reserve	£26,687,000	£ *164,000
Circulation	27,626,000	314,000
Bullion	37,235,667	150,140
Other securities	37,753,000	2,952,000
Public deposits	15,648,000	*752,000
Other deposits	46,908,000	3,473,000
Notes reserve	25,126,000	233,000
Govt. securities	15,488,000	Unch'gd

*Decrease.

Mexican Power's February net earnings were $222,146, as compared with January's $246,239, and the surplus in Mexican currency was $72,146, compared with January $96,239. This is equivalent to about 2.65 on the common stock. February is one of the poorest months in Mexico.

BANKS CALLING LOANS

COMMERCIAL BUSINESS MAKING STILL MORE DEMANDS.

The Eroker Must Take Second Place—The Conditions in Montreal — The Aftermath of the Wall Street Slump —Canadian Dividends on a Sound Basis — Their Distinction from U. S. Companies.

It may be very pleasant to hear and read that money will soon be much easier, but in the immediate present, in Montreal at any rate, the fact is that the banks are drawing the lines closer every day. This can only be because call money is being called in and lent on commercial undertakings. In effect, although the banks ordinarily are supposed to keep a certain percentage of assets in the liquid form of call loans, when the occasion arises, this plan of action seems to be laid aside for the time being, and the stock market and the holders of stocks suffer from the withdrawal of money supplies at the most critical period. If it were open to bankers to tie up all the assets in a fixed form, then no further fault could be found, but such is not the case, and why then should the call loan department always be the sufferer when more funds are sought. Why not refuse the new borrower? At the present rate of expansion on this continent, would it not be the part of caution to place gradually restrictions on the commercial demands as a warning against too ambitious plans?

It is reported here that there has been considerable calling of loans in the past few days, thus easily accounting for the softer tone in Montreal Power and other local stocks. Of course in addition to the local money tension, it would be useless to attempt to disguise the fact that the Canadian markets are connected with New York to such an extent that any severe changes in that market must have more or less influence on the range of prices here.

Any retrospect of recent events presents an amazing spectacle. At the very height of prosperity, with the wheels of trade and commerce moving to their limit, with the country's granaries full to overflowing, thousands of holders of the most conservative and substantial stocks have been, and perhaps are yet, staring ruin in the face. The state of affairs is comparable only to the wild unreasoning action of the panic-stricken multitude at a fire on a sinking ship. Probably the turning point will be the moment when frenzied illogical fears have been dissipated and there is a beginning of the permanent restoration of confidence.

The birth of the present situation can be traced back to the New York Life Insurance investigation, followed by the celebrated Tom Lawson campaign against Standard Oil interests, carried on with all his diabolical cunning, at a time when the public mind was in a receptive mood for tales of wrong-doing and deceit and quasi-crime in the stock market, on the part of the financial kings of the United States.

With the rankest kind of bad judgment railway magnates and other great financiers drifted into the idea that the public had forgotten the above and other similar disclosures, and they concluded that the interest of the public in stocks could be aroused by an appeal to greed, and hence resulted the great universal campaign of increased dividends, which has absolutely paralyzed the world with the effrontery of the whole thing. Although at first the public appeared to be taking the bait, it is now certain that the response was wholly disappointing and when this programme could be carried no further, one large interest after another began to sell out of stocks, at first in an orderly way, but finally the steady retreat became a running match and the end—panic. For the future, either these dividends must be reduced, or we are looking at the lowest prices, reckoned on dividend returns, at which stocks have ever sold in the history of finance.

It cannot be said that this great collapse in American securities has borne down so very heavily on our own issues. The result can be summed up briefly and instructively by the statement that the recent decline has placed Canadian stocks about at the price at which they were selling just over a year ago, when the celebrated Forget Syndicate began operations with a view to rousing public interest in the home stock market. And yet Canadian issues must appear to the investor far more attractive as being entirely free from the chaotic state surrounding things to the south of us. Instead of a question as to decreased dividends, it is a matter of common knowledge that many of our corporations could with safety raise the rate of payment, and in the meantime, these companies are continuously increasing the margin of safety by not doing so.

A glance at the movements in the Montreal stock market for the week shows almost total disappearance of the nervous condition of last week, and, barring the inroads on prices as the result of money requirements, there is a fairly decent return to sanity and sound arguments as to values.

EAST AND WEST.

A Comparison Between the Methods of Making Progress.

Winnipeg, March 18.—A visitor to the west is always struck with the apparent prosperity of all classes of tradesmen in this country. When he arrives in Winnipeg and walks along Main street, he sees substantial and artistic buildings flanked on each side by very insignificant erections. This is more of a wonder to the Englishman than to the eastern Canadian.

Were the same visitor to return to the city in a year or two, he would, probably, look on the same scene as before, but now would see a continuous line of very fine buildings.

The small retailer who formerly boasted of a very unpretentious business edifice, has grown rapidly, and gradually assumed the dimensions of a wholesaler, having replaced his former building with a commodious wholesale house.

In the towns of eastern Canada a merchant is usually satisfied with a fair increase of business, of, say, from ten to fifteen per cent. In western Canada a merchant would consider that there was something radically wrong with his business if it did not yield him a turnover increased at least forty per cent.

The westerner is a large borrower; it is his maxim to borrow all the money that he can, the more money he borrows, the more money he makes. The characteristics of this phase of western life were well expressed by a well-known Winnipegger in conversation with an eastern friend. The eastener asked the Winnipeger how the latter had fared since coming to western Canada. "Oh," replied the Winnipeg man, "the day that I landed in Winnipeg I had one hundred dollars in my pocket, and now I owe ten thousand dollars."

A buoyant spirit pervades everyone, and everything in western Canada, and does not stop outside the doors of the banks. The banker has the same confidence in the country as the merchant, and therefore has faith in any legitimate business enterprise.

The country is developing so fast and the great demand for material and supplies of all kinds ever increasing, that if a man starts in business in a small way with but very little capital, and is careful and a hard worker, he is bound to succeed.

Optimism is the watchword of western life. This was well exemplified by a prominent railway official in discussing the car shortage question. He remarked that his railway had 800 cars of drills and other machinery for spring farming en route to the west; at the same time immigration was pouring into this country, and he very much doubted if he would see the end of the car shortage during his lifetime.

A feature of western life is the number of young men who borrow money and forge ahead in a few years.

The average young man in the east in his twenties would not think of applying to a banker for a loan of, say, one thousand dollars. Not so his western cousin; he has friends of his own age who have in three of four years worked themselves into good financial standing. They help the one just starting.

There are many enterprises and manufacturing concerns starting every day in Winnipeg. The youth places his thousand dollars into one of these concerns, whose shares have a par value of one hundred dollars. He receives ten shares, which he hands to the banker, perhaps, with the endorsement of his friend. The turnover in the first year is large, the young man gets a stock dividend of probably 25 to 40 per cent. The next year he earns on his thousand dollars and also on the additional amount of his stock dividend, so that at the close of the second year he receives a small stock dividend and probably a ten per cent. cash dividend. The cash dividend is applied on his indebtedness to the bank, which, up to this time, he has been reducing from his salary.

In a few years the concern in which the young man holds his stock needs to extend, so as to cope with the volume of business which is coming their way, so they increase their capital. By this time the infant investor has probably fifteen shares in the company, and owes, say, five hundred dollars on them.

He borrows another thousand dollars from his banker and lodges the new shares with the banker; the shares now amount to twenty-five and he owes on them fifteen hundred dollars. There is now a margin of one thousand dollars to secure the banker.

The next dividend will most likely be a cash dividend of, say, ten per cent., which, on twenty-five hundred dollars, would yield two hundred and fifty dollars cash to apply on the loan at the bank. This reduction, with applications made on the loan from the youth's salary, soon finds him worth three thousand dollars.

This instance of progress is not an exception in western life, but rather the prevailing rule.

The expenses of living are far higher in western Canada, but the opportunities that come to a man in his western life are far more frequent and lucrative than such as would come to one in like circumstances in the east.

The Grand Trunk system for the week ending March 14th, showed gross earnings of $767,708, an increase over the same period last year of $32,541.

Mr. James Aird, the genial secretary of the Bank of Montreal, who met with an accident recently that deprived him temporarily of the use of his right hand, has quite recovered and resumed his duties.

The Canadian Niagara Power Company has had its bonding privileges increased by the Legislature from eight to ten millions. A provision of the bill is that the principal and interest on debentures are payable in United States gold.

WINNIPEG ELECTRIC

A FLOATING DEBT REQUIRES NEW CAPITAL.

It May Not be Issued Immediately — The City's Growth Reflected in the Company's Earnings — An Increase of 31 Per Cent. Over the Previous Year — The Company's Wide Control of Utilities.

The Winnipeg Electric Company had intended to make a new issue of common stock, but it is possible that this action may be deferred until the stock market arrives at a more receptive condition. In any event the issue will involve very attractive rights. The company has a floating indebtedness, made up as follows:

Accounts payable	$228,476
Wages for December	20,701
Interest on bonds paid Jan. 2	125,000
Bank of Montreal	334,912
Suspense	147,150
	$856,239
Less accounts receivable	146,871
Total	$710,368

As against this there is a surplus on the balance sheet of $761,538, indicating sums spent from earnings on the property.

The comparison of gross receipts, operating expenses and net earnings for the years 1906 and 1905 is:

	1906	1905	Inc. P.C.
Gross receipts	$1,416,305	$1,119,768	26.47
Operating expenses	701,963	575,747	21,95
P.C. of operating to gross	49.56	51.42	*1.86
Net earnings	714,341	544,021	31.12
Net income per cent. of capital	11.17	9.86	1.31
Pass. carried	17,229,554	13,081,249	9.504,051

* decrease.

The company is in a strong franchise position, having an exclusive franchise in Winnipeg until 1927, and in St. Boniface until 1943. Its charter rights are unlimited in time for the conduct of street railways, gas and electric light and power business in Winnipeg and vicinity. The city is growing by such leaps and bounds that on its present capitalization of $4,375,200 common stock and bonds of $5,400,000, it can look forward to increased dividends. The payments to the city are small, being five per cent of the gross yearly earnings of all lines, and a tax of $20 per car.

The net earnings and their application for the past two years are as follows:

	1906	1905
Net earnings	$714,341	$544,021
Fixed charges	251,037	147,320
Dividends	248,668	200,000
Surplus for year	214,635	194,451

The balance sheet compares as follows:

Assets.

	1906	1905
Cost of property including street railway, gas, electric light, electric and water power plants	$10,654,758	$9,125,836
Stores	111,954	84,220
Accts. receivable	146,871	149,462
Cash on hand	8,735	6,944
Conductors' working fund	3,900	
Winnipeg, Selkirk & Lake Winnipeg Ry. Co.	510,394	
	$11,436,615	$9,366,462

Liabilities.

	1906	1905
Capital stock	$4,375,200	$4,000,000
Bonds	5,400,000	3,500,000
Accts., wages, interest, etc.	374,177	226,472
Car license and city percentage	38,655	29,182
Unredeemed tkts.	4,980	4,968
Bank of Montreal	334,912	918,904
Suspense	147,150	140,881
Surplus	761,538	546,052
	$11,436,615	$9,366,462

The company possesses great possibilities in its electric and water power plants. The city has formulated and is now endeavoring to finance another power project.

THE BANKS IN FEBRUARY.

The Withdrawal of Deposits Ceases — Commercial Loans Increase Over $11,000,000.

The Dominion Government's bank return for February shows an increase in deposits on notice over January of $1,314,734 and a decrease in deposits on demand of $2,082,283, so that the decrease in January of over $17,000,000 has been stayed. Current loans in Canada have increased over $11,000,000, an item which indicates how badly money is needed for business purposes and why the banks have been compelled to contract their call loans. A complete statement will appear in The Post next week. The principal items summarized with the changes, are as follows:

	Feb. 28. '07.		Month's Changes		Year's Cnanges		Month's Changes '06.
Circulation	$ 70,547,759	Inc.	$ 2,328,042	Inc.	$ 8,112,866	Inc.	$1,448,283
Deposits on demand, Canada	168,482,383	Dec.	2,082,283	Inc.	18,860,598	Dec.	2,100,899
do notice do	406,307,052	Inc.	1,314,734	Inc.	28,613,321	Inc.	8,194,117
Total	$574,789,435	Dec.	$ 767,549	Inc.	$47,473,919	Inc.	$6,093,218
Deposits elsewhere	61,201,448	Dec.	1,112,614	Inc.	15,376,772	Dec.	1,366,961
Call loans in Canada	53,342,912	Dec.	636,582	Dec.	2,248,852	Inc.	1,350,199
do elsewhere	55,948,496	Inc.	2,868,859	Dec.	6,404,524	Dec.	6,079,816
Current loans, Canada	562,678,044	Inc.	11,739,206	Inc.	103,971,136	Inc.	7,499,581
do elsewhere	34,615,133	Dec.	1,401,419	Dec.	2,847,061	Inc.	178,660

FINANCIAL FALLACIES

AS EXPOSED IN THE ARGUMENT OVER THE ELECTRIC ISSUE.

The Perilous Arguments of the Civic Authorities — The Stock Issue has Nothing to do with Expropriation—The Curious Principle of the Contention.

The controversy over the Toronto Electric Light Company's request for powers to increase its capital stock by the issue of 10,000 shares of $100 each has assumed many humorous dimensions furnished by writers on the daily newspapers and the aldermen of the city of Toronto. While it is in origin a purely local matter, it has wider reaching effects, both as regards the general distribution of electric power in Ontario and (what is of greater importance) the general principle. The situation has not been defined either by the Government or the city. The civic corporation has mixed up the individual point of the stock issue with the more general principle of expropriation. Mr. Hanna, on behalf of the Ontario Government, with a delectable sense of humor, has suggested that the Electric Light Company's application should be granted, but the newspapers have caused him to pause. The absurdity of opposing the new issue of stock has been pointed out in The Post, both specifically and generally. The stock issue has nothing whatever to do with the larger question of expropriation.

The municipality has confused the two points at issue in a ludicious manner. If the city desires to expropriate, it should confine itself to securing the necessary powers and leave the stock issue alone. In the latter direction the municipality is seeking legislation which infringes on private rights and is tantamount to robbery. If the city of Toronto expropriates the Toronto Electric Light Company, the paramountcy of the people is not to be denied in the instance of public utilities. How far municipal operation can be beneficial is another question. All precedents point to its futility.

Assuming that the city is to expropriate, stock quantities have nothing to do with the subject. If a railway company has power to expropriate a right of way, does the price depend upon the price paid for the land in some boom period, or on its actual value? A property may have been sold ten years ago for $100,000, but its present selling price may be $10,000. Because the larger sum has been paid, is it any criterion of value? The price may be cited in the line of expert evidence, but if the price paid has been an inflated one it cannot dislocate present value. Such is the situation in regard to the Toronto Electric Light Company. If the city expropriates, the whole basis of valuation is its present earning power, capitalized with an added amount for the equity of increment. The Toronto Electric Light Company's value is not necessarily represented by the amount of its capital stock.

The city, in opposing the issue of new stock, is laying down the principle that the value of a property lies in the price set upon it by its owners. In joint stock companies their value is all the time being readjusted by public opinion or public appraisement. For example, Toronto Railway stock is bought at 110 one day, and two days later at 100. What is the measure of its value?

Toronto Electric Light stock may be sold at 180 one month and a few months later at 140. Has its actual value been impaired in the meantime?

The public ownership advocates are laying down a very dangerous precedent by suggesting that the issue of stock at par or even its market value has any relation to the actual value of a company. It is like asking an owner to set a value on his own property.

FAIRFAX.

A TRACTION EXAMPLE.

The president of the Interborough Rapid Transit Company, Theodore Shonts, evidently realizes the great responsibility of the capitalist. At a dinner in New York last week he made suggestive remarks on the traction proposition which might well be applied to cities like Toronto, Montreal and Winnipeg. On this point Mr. Shonts said:

"The broader proposition is to prepare plans looking into the future, comprehensive enough to provide adequate facilities for the next fifty years of the city's growth, and on a scale liberal enough to give it better transportation than is furnished the people of any other city in the world.

"This plan should safeguard the rights of the travelling public, the rights of the city and the rights of the stockholders of the transit companies. My own idea is that the people and the shareholders should be partners in the benefit to be derived from the execution of such a plan.

"I am convinced that the construction and operation of a transportation system along the lines herein indicated will effect a better understanding between the people who pay the fares, the governmental authorities and the shareholders—the three parties primarily interested in the best solution of the problem before us.

"I hope within a reasonable time to submit to the proper authorities for a full, fair and frank discussion a proposition drawn on the lines I have indicated, with the conviction that an agreement will be reached which will be satisfactory to the municipal authorities, to ourselves and to every fairminded and thoughtful citizen."

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AFFAIRS IN WINNIPEG

THE MAYOR GOES EAST TO RAISE THE FUNDS.

The Power Plant and the Financial Situation — The Grain Exchange's Statistics — The Saskatchewan Crops —The Government Telephones.

Winnipeg, March 18, 1907.

There is a tremendous activity on al railroads at the present time. The coal docks at Fort William and Port Arthur present a busy scene; coal is being dispatched westward by hundreds of tons. Immigation has already started, and hundreds are pouring in every day at the Canadian Pacific station.

Farming implements from Canada and the United States are being rushed in for the spring operations. The grain is being moved eastward as rapidly as possible, so that the movement eastward and westward is very great.

The City's Financial Envoys.

Mr. J. H. Ashdown and Mr. John Aird, manager of the Canadian Bank of Commerce, have left for Toronto to arrange for a loan of from $2,000,000 to $3,000,000 to tide the city over until the 1906 and 1907 debentures are sold. The market at present is anything but favorable for offering the city debentures, and the local improvements cannot be started until the loan is floated.

Mayor Ashdown will go on from Toronto to Ottawa to urge upon the Dominion Government the necessity of granting $125,000 towards bridges over the Red River; other matters of importance will also be discussed.

Power Plans Ready.

The plans for the general plant at Point du Bois, on the Winnipeg River, have been completed and everything is ready for the calling of tenders by April 1st. Nothing will be done until the result of the mayor's trip east to negotiate the loan is known. It is not likely that the eastern banking opinion will favor the project. The fall at Point du Bois has been pronounced by experts the best on the Winnipeg River for a large development. It controls the entire flow of the Winnipeg River, giving a head of 46 feet, which may be increased at any time if desired.

There has been some talk of the power proposition of an English firm being considered to accept the city's debentures in lieu of cash. However, it is anticipated that Mayor Ashdown may meet with difficulty in the matter of raising the required money for this principal operation. The engineers estimate the cost of the power work at $3,000,000. The amount originally estimated and voted by the city was $3,250,000.

The Grain Exchange.

The annual meeting of the above association was held last week. All trades in grain made on the local exchange are cleared daily through this organization. which has just had the heaviest year in its history since its inception four years ago.

According to a statement compiled by Frank O. Fowler, manager of the clearing association, the amount of wheat dealt in on the floor of the local grain exchange last year was over 100,000,000 bushels more than in the preceding year. The following table gives detailed comparisons between last and the previous twelve months:

	Total bushels grain 1906-07	1905-06.
Cleared	287,390,000	176,220,000
Highest months (Feb. '07; Oct. '06)	33,860,000	26,030,000
Lowest months (June, '06; Aug., '05)	12,480,000	3,820,000
Average per month	23,949,000	14,686,000
Average per day	955,000	583,000
Highest day (Sept. 21,, '06; Oct. 27, '05)	3,370,000	3,265,000
Lowest day (June 4, '06; Aug. 4, '05)	116,000	20,000

Total bushels of oats and flax cleared included in above, 24,830,000.

1,000 Miles of Telephones.

The creation of a department of telephones and telegraphs by Premier Roblin this week, with Mr. J. H. Howden, M.P.P., of Neepawa, as the new minister, is an important move by the local government towards government-owned-and-operated telephones.

The premier announces that they expect to begin construction in all the leading centres within the next sixty days. The government have already closed contracts for poles for one thousand miles of long distance lines, and other material is being acquired so that the construction can commence just as soon as the frost is out of the ground.

Saskatchewan Grain Crops.

The department of agriculture for Saskatchewan has just issued its final crop report for 1906.

Saskatchewan last year produced 63,052,210 bushels of grain, against 46,647,464 bushels in 1905 and 27,525,272 in 1904, or a gain of very considerably over 100 per cent. in two years.

The grain crop of Saskatchewan last year consisted of 37,040,098 bushels of wheat, 23,965,528 bushels of oats, 1,316,415 bushels of barley, 710,689 bushels of flax, and 19,480 bushels of speltz. In 1905 the figures were: wheat, 26,107,283 bushels; oats, 19,213,055 bushels; barley, 893,390 bushels; flax. 398,399 bushels, and speltz, 35,328 bushels.

The area sown in wheat last year was increased by 600,502 acres, oats by 189,957, barley by 20,619, and flax by 50,690, the latter being an increase of 200 per cent. Out of a total area of 73,048,960 acres in districts wholly or partially under settlement, only 2,501,247 acres were under crop last year, which was an increase of 860,684 acres over 1905. The number of grain farms increased from 18,102 in 1905 to 30,289 in 1906.

The average area under crop per farm was 8,257 acres, as compared with 9,057 acres in 1905. The number of threshers employed increased from 1,194 to 1,947.

The statement reveals a healthy condition of steady and ever increasing growth in the banner industry of the province.

BELL TELEPHONE RIGHTS. . .

Transactions including Thursday, March 21st, were:

	High	Low	Sales
Toronto	4⅜	4	1,203
Montreal	5¼	4	2,681

W. H. Brouse Geo. G. Mitchell T. Ross Boys E. Gordon Wills

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These Debentures are a Legal Investment for Trust Funds

Canada Permanent MORTGAGE CORPORATION

14-18 TORONTO STREET, TORONTO

New York Stock Exchange.

Range of Prices for Week Ending March 22nd.

—	Closing Mar. 15	Open.	High.	Low.	Last.
Amalg. Copper Co.	95	95	97	84	91½
Am. Car & Foundry	35⅝	36¾	38¼	35⅜	35¾
Am. Locomotive Co.	65	67½	68¾	62¾	62¾
Am. Smelt. & Ref.	123¾	123⅜	131	115	118
Am. Sugar Ref. Co.	121¼	121¾	123¾	120⅛	121
Am. Tobacco Co., pf.	92	93	93	90½	90½
Am. Woolen Co.	27	30	30½	28	29
Anaconda Cop. Min.	63½	64	66¼	59⅞	62¾
At., Top. & S.F.	90⅞	91⅛	95¼	88¼	88¾
Atlantic Coast Line	104½	104½	106	100	100
Baltimore & Ohio	101¼	101½	102¾	96½	96⅝
Brook. Rapid Transit	51	52	56¼	51¼	52¼
Canadian Pacific	173	172½	174⅜	163	163¼
Chesapeake & Ohio	42⅛	42	43¾	39¼	39¾
Chi.. Great Western	14	14	14¼	13⅛	13⅜
Chi., Mil. & St. Paul	134½	135½	138¾	128¾	129⅝
C., C., C. & St. Louis	73⅞	74¼	75¾	74⅛	74⅛
Chi. & Northwestern	152	150⅞	153¼	142½	142½
Colorado Fuel & Iron	33¾	34½	37¼	33½	34
Colorado & Southern	28	28	29¾	26	26
Consolidated Gas	118	118½	124¾	116	120
Delaware & Hudson	182	181	186	173	173¾
Den. & Rio Grande	30⅞	31	32	29	30¾
Dul., S.S. & At.	13½	13½	14	13½	13½
Erie	29¼	29¾	30½	24½	25⅛
Erie, 2d pf.	45⅞	46	48¼	36	37⅝
General Electric	145	146	147¼	141	144
Great Northern, pf.	143¼	142¾	147½	138	138
Illinois Central	145½	146	146⅛	140	140
Interb.-Metropolitan	25	25½	26	24	24
Internat. Paper Co.	14¾	14¾	15¼	14½	14½
Louisville & Nash.	117½	118⅜	120	114½	115
Mackay Companies	64	69¾	70½	66	67½
Mackay Companies, pf.	68	68	68¼	66	68¼
Mexican Central, pf.	20¼	20⅛	21¼	19⅛	19⅝
Minn. & St. Louis	....	....	52½	52	52
M., St. P. & S.S.M.	106¼	109	111	103	103
M., St. P. & S.S.M., pf.	130	130	135	130	130¼
Mo., Kan. & Texas	38	37½	38¾	35⅛	35¼
Missouri Pacific	70¼	71	73½	70½	72½
New York Central	116¾	118½	119¾	116½	116½
N.Y., Ont. & Western	38¼	39	40	36½	37½
Norfolk & Western	76	76¼	79	75½	76
Northern Pacific	125¾	127¼	130¾	123¼	123½
Pennsylvania R.R.	122¼	123	125¾	120¼	121½
People's Gas, Chi.	88¾	89	90	87¼	88½
Pullman Company	156	159	162	159	160
Railway Steel Spring	45	49	49½	44	44
Reading	105¼	107	110⅞	99¾	101¼
Rep. Iron & Steel	25½	26¼	28	25¼	26
Rock Island Co.	21½	22	22⅜	20¼	20⅜
Rock Island, pf.	45	46	48½	46	46
St. Louis Southwestern	22¼	22	24	18	21¾
Sloss-Shef. Steel & Iron	51	52	59	52	52½
Southern Pacific	81	81¾	84	77⅜	80
South. Railway	22⅛	23	23¾	20¼	20⅝
Texas & Pacific	27¼	27½	29½	27¼	28¼
Union Pacific	136	137	144½	130¾	133¼
U.S. Rubber	47	47½	47½	46	47
U.S. Steel	36¾	37½	39⅜	35⅜	35¾
U.S. Steel, pf.	99	100½	102¼	98	98⅞
Wabash	14	14	14½	13¼	13⅜
Western Union Tel.	81	81	81¾	79¾	80
Wisconsin Central, pf.	38½	39	40	39	39

Railroad and Street Railway Earnings

Gross Earnings

—	Week ending	1907.	1906.	Changes.		From date mentioned to the last week for which earnings have been reported. Date.	1907.	1906.	Changes.	
Canadian Northern	Mch. 7	....	....	....		....	....	....	....	
Canadian Northern	Mch. 14	....	....	....		....	....	....	....	
Canadian Pacific	Mch. 14	1,369,000 00	1,143,000 00	plus	226,000 00	July 1	48,069,000 00	41,894,000 00	plus	6,175,000 00
Duluth, S.S. & Atlantic	Mch. 7	49,871 00	52,950 00	minus	3,079 00	....	....	....	....	
Duluth, S.S., & Atlantic	Mch. 14	57,268 00	58,719 00	minus	1,451 00	July 1	2,241,927 00	2,138,159 00	plus	103,768 00
Grand Trunk System	Mch. 7	729,056 00	711,787 00	plus	17,269 00	....	....	....	....	
Grand Trunk System	Mch. 14	767,708 00	735,167 00	plus	32,541 00	July 1	30,128,605 00	27,695,272 00	plus	2,433,333 00
Minn., St. P. & S.S.M. (Soo)	Mch. 7	196,174 93	190,769 29	plus	5,405 64	....	....	....	....	
Minn., St. P. & S.S. (Soo)	Mch. 14	215,709 00	209,952 00	plus	5,757 00	July 1	8,546,312 00	8,133,382 00	plus	412,930 00
Detroit United	Mch. 7	104,259 00	93,511 00	plus	10,748 00	Jan. 1	960,107 00	864,680 00	plus	95,427 00
Detroit United	Mch. 14	....	....	....		....	....	....	....	
Halifax Electric Tram	Mch. 14	....	....	....		....	....	....	....	
Montreal Street Railway	Mch. 14	59,731 91	52,668 46	plus	7,063 45	Oct. 1	1,447,385 27	1,275,877 46	plus	171,507 81
Toledo Railways	Mch. 14	27,324 27	24,497 78	plus	2,826 49	....	160,734 36	144,130 70	plus	16,603 66
Toronto Railway Co.	Mch. 14	60,245 28	52,049 14	plus	8,196 14	....	119,490 20	103,908 91	plus	15,581 29
Twin City	Mch. 7	107,712 00	92,413 00	plus	15,229 00	Jan. 1	976,950 00	873,973 00	plus	102,977 00

Railway Net Earnings

—	JANUARY 1907	1906	Changes		1907	1906	Changes	
Toledo Railways and Light.								
Gross	170,684 00	159,053 00	plus	11,631 00				
Expenses and Taxes	99,039 00	83,148 00	plus	15,891 00				
Net	71,645 00	75,905 00	minus	4,260 00				
Charges	44,186 00	42,290 00	plus	1,896 00				
Surplus	27,459 00	33,615 00	minus	6,156 00				
	February.				Five months.			
Montreal Street Railway.								
Gross	243,467 94	213,416 28	plus	30,051 66	1,327,460 38	1,171,015 77	plus	156,444 61
Operating expenses	182,275 07	156,039 43	plus	26,235 65	888,195 68	772,173 15	plus	116,023 53
Net	61,192 86	57,376 85	plus	3,816 01	439,264 70	398,842 62	plus	40,422 08
Charges	36,493 42	36,124 16	plus	369 26	195,766 78	138,962 01	plus	56,704 77
Surplus	24,699 44	21,252 69	plus	3,446 75	243,597 92	259,880 61	minus	16,282 69
					Two months.			
Chicago and Milwaukee Electric Railroad.								
Gross	52,777 06	36,593 31	plus	16,183 75	115,408 61	80,036 64	plus	35,371 97
Operating Expenses	29,546 34	21,050 26	plus	8,496 08	63,038 28	43,743 83	plus	19,294 45
Net	23,230 72	15,543 05	plus	7,687 67	52,370 33	36,292 81	plus	16,077 52
Mexican Light and Power Co.								
Gross	385,916 39	279,688 72	plus	105,227 67	783,252 63	561,322 85	plus	221,929 78
Expenses	163,770 35	136,157 99	plus	27,612 36	314,867 06	297,161 25	plus	17,705 81
	222,146 04	143,530 73	plus	78,615 31	468,385 57	264,161 60	plus	204,223 97
Fixed Charges	150,000 00	94,784 00	plus	55,216 00	300,000 00	189,568 00	plus	110,432 00
	72,146 04	48,748 73	plus	23,399 31	168,385 57	74,593 60	plus	93,791 97

EQUIPMENT BONDS

A SAFE AND ATTRACTIVE FORM OF INVESTMENT.

The Nature of a Railway Equipment Bond—Its Priority to Other Liens—Its Better Rate of Yield — Reasons for This Distinction — Equipment Bonds Have Always Been Paid — Some Interesting Receiverships Cited.

By W. H. Lyon of the Dominion Securities Corporation.

The railway pays the car company supplying the equipment from fifteen per cent. to twenty-five per cent. of the cost in cash. It agrees to pay the rest of the cost in instalments each year, running usually for ten years. The car company then issues the equipment bonds, giving the legal title to the equipment to a trust company, which holds it for the benefit of the bondholders until the bonds are fully paid.

Equipment Obligation Paramount.

Maturities of equipment bonds are from one to ten years, while the life of equipment is from fifteen to twenty years, insuring an increasing equity value as the loan matures. Clearly it is in the interest of the railroad to maintain the equipment and to meet all obligations on it promptly for in the last year its equipment bonds are outstanding the value of cars or locomotives operated by the road is five or six times the loan pledged as its security. As equipment is absolutely necessary for successful operation it may be taken for granted that a road will meet its obligations of this nature.

The Equipment Bond's Distinction.

Railroads have found by experience that equipment bonds are a very convenient form of obligation. Growth in traffic makes it necessary to obtain additional equipment not provided for in the original capitalization. In the life of every road it is found necessary to make permanent improvements to rails, roadbed, terminal facilities, right-of-way, etc., and in this way to incur indebtedness of long standing. For such purposes long term bonds are rightly issued and make a good long-time investment. From time to time additional equipment is found necessary, and for this the issue of equipment bonds is most convenient for the railroads. Why? By issuing these short term serial obligations the roads are able to pay for the equipment in cash out of earnings over a period well within the life of the rolling stock. This constitutes the real difference between equipment and long term bonds.

Reason for a Better Income.

From the investor's standpoint, the question of income is an important one. The fact that equipment bonds yield a better income than the average high grade railroad bonds requires a word of explanation.

In Canada the issue of equipment bonds is of comparatively recent date, and only the larger financial institutions and investors have been familiar with this form of security. Although they have been issued in the United States for over thirty years these bonds are bought mainly by the larger institutions and investors, and as they mature at the longest in ten years are held for that time. On the other hand, long term bonds are issued for very large amounts, covering long-term period, during which they are sold and resold. In this way they become known and their price is increased by competitive demand. Equipment bonds have not been affected by this competitive demand, and thus sell on a better income basis.

History of Equipment Bonds.

Experience has shown that in the case of a receivership, although the other security holders were compelled to accept a readjustment of their securities, the equipment obligations in every instance were paid in full, principal and interest, or were recognized and taken care of in the reorganization without the loss of a dollar to the holders of the equipment obligations. This was true when the roads were in default on their first mortgage bonds.

A few instances in which this took place are:

Atchison, Topeka & Santa Fe Railroad.

Reorganized in 1895 after foreclosure. Equipment obligations outstanding, $2,250,000.

Interest and maturing instalments of equipment obligations were promptly paid during receivership. $1,250 in new general mortgage bonds was reserved to retire each $1,000 equipment bonds at maturity. All other securities, with a few exceptions, were reduced in rate or amount.

The reorganization plan says of equipment bonds: "These constitute charges upon the revenues of the company prior to the general mortgage bonds."

Baltimore & Ohio Railroad.

Reorganized in 1896-99. No foreclosure. Equipment obligations outstanding, $650,000.

Equipment bonds were temporarily extended at increased interest. Receiver's equipment obligations were issued under court order until in 1899, just before the receivership terminated, the total outstanding "equipment bonds and lease warrants" were over $11,000,000. All these equipment obligations were paid in full. All other securities, with slight exceptions, were reduced in rate.

Chesapeake & Ohio Railroad.

Reorganized in 1887-88. No foreclosure. Equipment obligations outstanding, $1,371,000.

Equipment bonds were undisturbed. Other securities, including mortgage bonds, were reduced in rate or amount.

Cincinnati, Hamilton & Dayton Railway.

Receiver appointed on December 4th, 1905. Equipment obligations outstanding, $2,640,000.

Interest and maturing principal of equipment bonds are being paid by the receiver.

Northern Pacific Railroad.

Reorganized in 1896 after foreclosure. Equipment obligations outstanding, $3,000,000.

Equipment bonds were paid off in full. Other securities, including mortgage bonds, were reduced in rate or amount.

Pere Marquette Railroad.

Receiver appointed on December 4th, 1905. Equipment obligations outstanding, about $4,700,000.

Interest and maturing principal of equipment bonds are being paid by the receiver. Under orders of the court, the receiver has purchased new equipment, and issued $1,730,000 equipment obligations to pay therefor.

Equipment Obligations Paid While Other Bonds in Default.

During the panic years of 1893-1894 lines of railway aggregating 94,000 miles went into receiverships. They had outstanding $60,000,000 of equipment obligations. In practically every case these were paid while the roads were in default on the first mortgage bonds on the lines themselves.

The Trust Deed.

The equipment is the property of the bondholders, as the title remains with the trustee until the purchase price has been paid in full by the railroad company. It is to be clearly marked to distinguish it from the other rolling stock owned by the railroad.

The railroad company binds itself to keep the equipment in proper order and complete repair, and from time to time to replace such rolling stock as may be worn out, lost or destroyed; to permit entrance upon its lines and premises for the purpose of examining and inspecting the rolling stock and to furnish to the trustee at least once a year full information of equipment and its locations as far as possible; to keep equipment fully insured in some incorporated company or companies of good standing; to pay rates, taxes and assessments, and to keep the equipment freed and discharged from all liens and incumbrances during the life of agreement.

THE AMOUNT OF DEPRECIATION

SINCE JANUARY IS OVER TWO THOUSAND MILLIONS.

What Does this Enormous Loss Signify? — How Far Has it Discounted Every Possible Disaster?—A Business Reaction Could Not Equal it — Nor a Readjustment of Investment Values —Have Hard Times Been Fully Anticipated?

The freshet that occurred in American stocks last week was of such dimensions as to give much comfort for the future. It would certainly seem to have been sufficiently severe to discount all the evils and ills of reaction. In a measure it should be big enough to have anticipated any gradual decline, owing to the oncoming of bad crops or hard times.

From January 5th to March 14th the average price of the twenty typical railroad stocks declined 32.24. The rebound since Thursday of last week does not by any means off-set the previous declension between December 14 and January 5th. So that in three months the decline has been well over 33. In the great reaction of 1903, it took the market a whole year to travel 40 points to the low average of the movement.

The par value of the capital stock of all railroads in the United States, as last computed, is $6,554,000,000. Assuming that the rate of decline, as exemplified in the twenty leading railroad stocks were applied to the total stock capital of all the U.S. railroads, the Wall Street Journal figures out the total depreciation as $2,097,000,000, which was nearly equal to the cost of the Civil war to the United States. The Wall Street Journal might have stated that in the civil war much of this expenditure was not absolute waste, but went back into the pockets of the people, but in the stock decline it was an absolute shrinkage in prices, which must be paid or accounted for. The conclusions arrived at by our Wall street contemporary are original and interesting.

Granting that the net earnings of the railroads are to suffer by reason of higher wages and higher prices, how long would it take for reduction in net earnings to equal $2,097,000,000? The entire net earnings of the railroads in the fiscal year 1906 were $764,272,832.

Granting that the decline represents a discounting of business reaction, can there be any business reaction to justify a loss of $2,097,000,000 in value of railroad capital?

Granted that the decline represents a readjustment of investment values to the higher rates of interest, is it possible that such readjustment requires a reduction of $2,097,000,000?

Granted that the decline represents the anti-railroad agitation, can any hostile action by the various states result in an actual loss in railroad values of $2,097,000,000?

Granted that there is to be legislation to define capitalization and prevent watering of stock, and to ascertain the actual value of railroad property, is it possible that any action along this line, even though carried through on ideas laid down by Senator La Follette, can result in the squeezing of $2,097,000,000 water out of railroad stock?

Put in this concrete way, the tremendous depreciation appears out of all proportion to the cold facts, even on their worst possible interpretation. Such is always the case in great liquidating movements when fear exaggerates actual conditions working legitimately for reaction. There can be no doubt that a decline in the stock market was due on account of money and political conditions. It would be foolish to predict now how far the movement may go, but it is certain that sooner or later there will be a rebound to a normal balance, when fear shall have given place to a more sane and just appreciation of facts.

THE LANDS OF THE WEST

ONLY FOURTEEN MILLION ACRES NOT ALLOTTED.

Of the Fertile Belt—What Has Become of the Other 75,000,000 Acres?—The Values of the Land — Prices Range from Five to Seventy-five Dollars — The Extent of the Fertile Belt — An Article of Interest to C. P. R. and All Land Company Shareholders.

Shareholders of C.P.R., Hudson's Bays and the land companies of the Northwest have a very material interest in the land situation in Manitoba and the western provinces. A recent article in the London Times describes the whole situation with completeness. The writer says:

Out of 90,000,000 acres of fertile land in the west of Canada the Government has allotted 75,820,000, and has only 14,180,000 acres left in its own hands. It is practically impossible to say what has become of these 75,820,000 acres of fertile land which have passed beyond the control of the Government. Some conclusions may, however, be drawn from the population of the country and the area of land under cultivation. According to the census of 1906, and the crop report, these were as follows:

Province.	Population.	Crop-acreage	Average per head. Acres.
Manitoba	365,848	4,790,530	13.1
Saskatchewan	256,984	1,953,167	7.6
Alberta	184,096	540.022	3.0
Total	806,928	7,283,719	9.0

It will be noted that the highest average acreage under cultivation per head of population in 1906 was in Manitoba, and that this average rapidly lowered towards the west, being smallest in Alberta. Yet the proportion of the population in Manitoba, settled in towns and cities, is much greater than it is further west. This would indicate that each farmer of Manitoba is cultivating his farm more closely to its limit and also, probably, that these farms are larger, on an average, than those further west. It indicates that there is a great deal of homesteading going on in the far west, and that very little work is yet being done on many of these homesteads. This does not preclude the ownership of enormous uncultivated areas by companies and individuals, in expectation of higher prices. The farmers of Manitoba are therefore anchored to the soil to a greater extent than those in the more westerly provinces, and there is more evidence of permanency.

Only Seven Millions Under Crop.

If we now consider that only 7,283,719 acres were under crop last season out of a total of about 70,000,000 acres actually parted with by the Government (for the 75,820,000 alluded to above includes a million acres of railway lands not yet selected and a large quantity of school lands not yet given out) we see what a small proportion has fallen into the hands of bona fide farmers. It is possible that the acreage under crop does not represent more than one-third of that actually owned by farmers; let us be even more cautious and assume that 7,283,719 under cultivation means that farmers are actually holding 30,000,000 acres with the intention of putting them under crop as quickly as possible. We should then have 40,000,000 acres of the fertile lands given out by the Government still in the hands of companies, syndicates, and private and other owners, all of whom are holding for the purpose of obtaining higher prices and, to this extent, may be regarded as speculators in land.

The Great Holders of Land.

It is not possible to state who the owners of these lands are, how much each owner holds, where his holdings are, and what are their present and prospective values, save in a very general way. It is easy to see that the railways and the Hudson's Bay Company are the great holders. The Canadian Pacific Railway Company's annual report of June 30 last gave its holdings in the three provinces as 9,847,975 acres. The Canadian Pacific is the largest single holder, and many of the other company holders do not appear anxious to state what quantities they still retain. It is not, of course, known where the lands possessed by the various owners are situated. It will be remembered by readers of my previous article that these lands were allotted to them in sections of a mile square in all parts of the country. Their holdings are consequently diffused and not in one large block. They have sold off large quantities to settlers and others, and these have changed hands again and again until it is impossible to localize ownership.

The Land Values.

The value of the land can be spoken of in averages only. For instance, the Canadian Pacific Company reports having sold 1,115,743 acres in the fiscal year ending June 30 last, which realized $6,513,452, being an average of $5,84 per acre. The average price showed an advance of $3.04 in 1900 to $4.80 in 1905. The figures for the Canadian Northwest Land Company advanced from $5.45 per acre in 1900 to $6.67 in 1905, and probably nearer to $8 in 1906. The Saskatchewan Valley Land Company was recently offering fertile lands at $8 to $10.50 per acre; this same company a short time previously purchased lands from the Government at an average price of $1 per acre. The Hudson's Bay Company's sales were at an average price of $7.12 per acre, against $6.17 in 1904-5. The Manitoba Provincial Government offers lands at $3 to $9 per acre on easy payments extending over nine years. The greater portion of these lands appear to be at some considerable distance from the railways. The terms offered on farm lands are one-eighth cash and the balance in seven annual payments, while for town lots one-third cash is demanded and the balance in two annual instalments, interest on the unpaid amounts being at the rate of 7 per cent.

Seventy-five Dollars an Acre.

From an old resident in the west, I learn that the average price of improved lands, in the well-settled portions of Manitoba—such as have been farmed for 20 to 30 years past—is about $20 to $30 per acre. This is, of course, for good, well-cultivated land. In certain portions of the province—such as the Portage la Prairie district, where the land has long been settled and tilled—prices would run from $50 to $75 per acre.

Grazing leases are obtained from the Government at an annual rental of about 4c. per acre in the ranching country. These leases are terminable upon two years' notice from the Government. Recently, however, about a dozen leases were given out to—it is claimed—friends of the Government, for a period of 21 years, these being non-terminable within that period.

Railway Scarcity.

The main drawback to the western farmer is the infrequency of railways. It is of little consequence to a settler how fine his land is and what a magnificent crop it may raise if he cannot get that crop to the elevators or the railways. Consequently, proximity to a railway is of first importance to any one purchasing land in the Northwest. Then comes the question of quality of the land, proximity to other farmers or settlements and to water, etc., and it is upon these that prices are based. There are always plenty of sellers and usually no lack of buyers. In fact, the great danger of late years has been the tendency among farmers to buy land instead of paying their debts, the almost certainty of an advance in price in the near future being a temptation which cannot be resisted. And so almost every one in the west owns more land than he can possibly use for many years to come.

The country I am considering stretches away west from Winnipeg, a distance of 850 miles to the Rocky Mountains beyond Edmonton, and varying in width from the international boundary, on the south, to a line with the north end of Lake Winnipeg, on the north. Of course, only a portion of this area is included in the fertile belt with which these articles have been dealing. There are also timbered lands and ranching lands and irrigable lands included in this vast stretch of country. Each of these deserve a few words of description, and I will take the last first.

The Irrigation.

The irrigable lands lie far to the southwest, in Alberta province. Here, at the base of the Rockies, is a stretch of probably 10,000,000 acres of splendid country, which only requires more water to make it very fertile. The Alberta Railway and Irrigation Company has already irrigated about 500,000 acres near Lethbridge, and these lands have been selling at $15 per acre, thus attesting their value. The Canadian Pacific Railway Company has something like 3,000,000 acres which it is intended to irrigate. There is still an enormous stretch, therefore, available for treatment, and it will soon have to be decided whether the irrigating shall be done, as heretofore, by private enterprise and for private profit, or by and for the Provincial Government.

Ranching Lands.

The ranching or grazing lands lie immediately east of the irrigable land. They extend eastward to Moosejaw, Sask., and then slide off southeast to the international boundary, pretty much on a line with the Canadian Pacific Pasqua branch. They form the largest area of unbroken grazing area in North America, and consist of a fine rolling prairie, well-watered and grassed, and furnishing shelter for live stock. Without irrigation grain crops could not be assured, owing to the dry climate. Nearly three-quarters of a million cattle and a quarter-million each of horses and sheep are said to be there pastured.

The Timber Section.

Forest or timber regions are principally to be found to the extreme north. From a short distance north of Winnipeg, with occasional intervals of fair farming land, the scrub and timber extends in a northwesterly direction to the north branch of the Saskatchewan river, and far beyond to the north and west. Some of the timber is excellent, but for the most part it is inferior to that found in eastern Canada and west of the Rockies. The Dominion Government surveys have not extended north of the Saskatchewan river as yet to any extent, so that the capabilities and nature of this region are not yet known. However, there is certain to be found not a little fertile land within it.

The Lines of the Fertile Belt.

The fertile belt, with which this article has mainly dealt, lies, in general, between this scrub and timber land on the north and northeast, and the ranch land which takes a big mouthful from the southwest of the country, just east of the Rockies. Thirty miles east of Winnipeg, where these fertile lands begin, they are only 150 miles wide. From here they extend westward along the international boundary for 325 miles, at which point their width has doubled. They then narrow off towards the northwest, because of the Missouri Coteau and the semi-arid and grazing lands take a bite probably 300 miles wide and 200 deep out of the naturally fertile lands, reducing their depth, at Battleford, to about 125 miles. This width is continued until the fertile lands just east of the Rockies are found spreading for hundreds of miles north and south. Of this vast domain, inhabited until a few years ago only by the buffalo and the Indian, almost all has now been given away, and in three more years none will remain for the homeless of the earth to come and take free possession of.

THE LATEST SILVER CAMP

THE RUSH UP THE MONTREAL RIVER.

Different Geology from Cobalt — The Prospecting in the Winter—The Distances Travelled—A Camp in its Embryonic State.

Cobalt, March 20.—What promises to be a camp similar to Cobalt is in the making about sixty miles up the Montreal river. The writer has taken a great deal of pains, in trying to sift the wheat from the chaff, as regards the new camp. At present the headquarters, or centre, may be taken to be in the township of James. As surveyed, this township lies partly on the north side of the Montreal river and the greater portion on the south side, in the Temagami Forest Reserve. To the east, on the north side of the river, lies the township of Tudhope and to the north lies the township of Smyth. The first discovery of importance, and the cause of the present activity, was one made by the White brothers last summer near the northern end of Lady Evelyn lake.

As these men were known to be inexperienced in minerals, and the rumors were contradictory, very little importance was attached to the reported find at the time. Their find can be reached from the Montreal river by a trail striking south from Spring lake, which lies south of the Township of Barber, down the river from James. There is no doubt that here a discovery of native silver and smaltite has been made. How good it will prove is, of course, impossible to say at the present time. The country has been staked for miles around this point. Late in the fall several prospectors followed up this line of mineralized country, and found it extended west and north.

The geological conditions do not appear to be the same as are found in the Cobalt camp. Hardly any conglomerates, or slates, are found, the country being almost entirely igneous. Diabases and gabbros in contact with granite predominate and hold the mineral deposits. The belt appears to be bounded on the west by Hubert lake, on the east by Bear creek, in the township of James and about the middle of the township of Tudhope, and runs, approximately, north and south. In Tudhope, the eastern part of the township consists of granite, which runs on into Truax township. It has not yet been determined whether the mineralized area near Lady Evelyn lake and that in James are connected, but it would appear reasonable to expect that such would be the case. In the writer's opinion, prospecting will show the presence of the rocks usually forming the lower Huronian, i.e. conglomerates, breccias and greywacké. The close association of silver-cobalt ores with outcrops of Keewatin rocks in the Cobalt camp would naturally lead one to expect that the Keewatin will also be represented.

Native silver has been found in several widely separated claims in the unsurveyed district lying south of James, in the Temagami Reserve; in James, south of the river on Bear creek; in James, north of the river, and in the township of Tudhope. The ores are similar to those that have made Cobalt famous: Cobalt bloom, smaltite, niccolite, argentite and native silver, with calcite as the vein stone.

As yet the ore is comparatively poor in native silver, but one must consider that the snow covers the ground to a depth of about three to four feet. Prospecting is difficult, but not impossible. The topography is more rugged than is found at Cobalt, high ridges of mineralized rock rise above the surrounding country, and ledges expose to view the bare rock in many places. Cobalt bloom is abundant, and with this indicator once revealed one has not got far to seek for "valuable mineral in place"—"within the meaning of the act." This part of the Temagami Reserve is but poorly wooded as far as pine is concerned, and there is no reason for the Government imposing any extraordinary restrictions upon mining operations. The mining people have had enough Orders-in-Council to last them for the balance of their lives, goodness knows, and let us hope that they will not reserve the whole country to add to the Gillies limit. Men who will sleep out in tents with the mercury at 30 deg. below zero, and haul toboggans through the thick bush in search of mineral deposits, deserve a little more consideration than they have received of late from the Government. We have a mining law; it is drastic in many ways, and places autocratic powers in the hands of underpaid mining inspectors—but leave it alone—we know the worst in that case and are prepared to accept its provisions.

How is this promised land to be reached? At present "All roads lead to Rome"—and there are two or three routes available. Latchford, however, is the starting point for the great majority of expeditions at present. Several teams leave daily for the new camp, and are loaded to their utmost capacity. The Montreal river is followed to Pork rapids, and then a trail cuts off several miles where the river swings sharply to the north. The sleighs take about two days to reach their objective point at the mouth of Bear creek, where there is an attempt at a "rest house," three deep on the floor as a rule. The ruling price for a team to make the trip is $18, but as there are not enough available to take the crowds in, it is likely that the price will be raised to $25. There is also a road from Cobalt which takes to the ice at Portage Bay, which is an expansion of the Montreal river. Another starts from Haileybury and goes around the head of Sharp lake and north of Loon lake to Portage Bay. The shortest route as to actual distance is by railway to the station for Charlton (this place is north of Liskeard), then a drive of about seven miles to Charlton, situated at the end of Long lake, thence up this lake about seven miles, then south through the township of Sharp to Tudhope and James, about 18 miles in all from Charlton. This road is only good in places. In summer the route will be by boat from Latchford up the river; however, there will be two or three portages around rapids and bad navigation. The Temiskaming Navigation Co. intend putting two or three steamers on this route during the coming summer. In another two or three weeks the ice on the Montreal river will become bad, and all travel will probably be suspended for several weeks before the opening of navigation. Every day sees about 20 men going in by Latchford, and more will follow when the facts become known. In conclusion, all that can be said with assurance is, that several bona fide discoveries have been made which show great promise; that a mineralized belt carrying silver-cobalt ores has been discovered, and that real honest prospecting is being done in the face of great difficulties, and that the knowing ones are getting in and keeping very quiet.

CONSULTING ENGINEER.

CHICAGO-MILWAUKEE ELECTRIC.

Chicago and Milwaukee Electric gross earnings for February increased $16,183, and net earnings $7,687, or 44 per cent. and 49 per cent. respectively. For the first two months of 1907 the increase in gross was $35,371, and in net $16,077.

THE COBALT RECORD

RED ROCK IS NOW IN THE SHIPPING LIST.

Over 2,500 Tons Shipped Since Jan. 1st —The Active Number of Shipping Mines — The Results for the Week, the First Two Months, and the Year to Date—The Dividend Payers.

The Cobalt shipments for the year to date are 2,508½ tons, a very respectable showing for a little over 10 weeks. The shipping mines in the camp now number 24. Smelter returns are so slow that it is difficult to give the exact values. Approximately, the shipments, allowing for much low grade ore, should be about $275,000 in value.

The shipments for the week ending March 16th were 564,811 pounds, against 609,940 pounds the previous week. Red Rock goes on the shipping list, and forwarded a car of 20 tons. Outside of one carload from the O'Brien the other shipments were contributed by the Nipissing, which sent five cars, and the Buffalo, which shipped three carloads. The shipments are as follows:

Week ending March 16:

	lbs.
Nipissing	319,241
Buffalo	141,400
O'Brien	64,170
Red Rock	40,000
	564,811

The appearance of the Red Rock on the list makes twenty shipping mines in Cobalt. The results of the year to date are:

	Year to March 16
Nipissing	1,529,402
O'Brien	938,851
Buffalo	600,400
Trethewey	373,238
La Rose	363,567
Coniagas	345,650
Silver Queen	220,568
Green-Meehan	129,590
Foster	100,350
Cobalt Central	101,877
Kerr Lake	75,000
University	61,385
McKinley- Darragh	60,000
Cobalt Townsite	47,160
Red Rock	40,000
Nova Scotia	30,000
Total (lbs.)	5,017,038

The shipments for January and February are as follows:

Nipissing	623,701	457,620
O'Brien	419,831	390,110
Buffalo	279,000	120,000
Trethewey	......	178,648
La Rose	123,500	175,067
Coniagas	174,220	108,580
Silver Queen	125,683	94,885
Green-Meehan	61,210	68,380
Foster	43,600	56,750
Kerr Lake	......	75,000
Cobalt Central	......	66,957
University	61,385	......
McKinley-Darragh	60,000	......
Cobalt Townsite	47,160	......
Nova Scotia	......	30,000
Total (lbs.)	2,019,290	1,822,997

The dividend payers are as follows:

- Nipissing.
- Buffalo.
- Trethewey.
- Silver Queen.
- Foster.
- Kerr Lake.
- McKinley-Darragh.
- Right-of-Way.
- La Rose.
- O'Brien.
- Drummond.
- Coniagas.

THE
ROYAL BANK
OF CANADA

INCORPORATED 1869

Capital paid up - - - $3,800,000
Reserve Fund - - - $4,300,000
Total Assets - - - $43,000,000

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A London cable says: The overthrow of Socialism in the English local elections is already beginning to bring good results. The new Borough Councils in two or three important sections of London announce substantial reductions of the tax rate by a reduction of the estimates of their predecessors for municipal ownership enterprises.

The new County Council began work this week and is now struggling with the problem of how far it can reduce or possibly cancel commitments involving many millions for works on municipal ownership lines. Many such schemes, unfortunately, must be proceeded with, for the city is already pledged in the matter, and hence any rapid reduction of the taxpayers' burdens is impossible.

The present indications are that there will be 300,000 immigrants brought from all sources into Canada this year, an increase of 50 per cent. over last year.

THE BANK OF NOVA SCOTIA

A DECENNIAL REVIEW OF THE PROGRESS MADE.

Its Distinctive Position in Regard to Reserve and Earnings—The Second Oldest in Canada—The Gradual Building up of the Reserve Fund—An Analysis of Leading Features in the Past Decade.

Incorporated in 1832, the Bank of Nova Scotia is second in point of years only to the Bank of Montreal, and its seventy-fifth annual statement had several very interesting points of distinction. The earnings on the average capital for the year were 23.89; the reserve fund is at the very high ratio of 175 per cent. of the capital; the books of the bank at the head office, the securities held at all principal offices, and the figures of the annual statement were verified and audited by two chartered accountants from Edinburgh. These matters have however already been mentioned in The Financial Post.

Following the decennial reviews of the Canadian banks' financial position, of which summaries of the Bank of Montreal and the Canadian Bank of Commerce have already appeared, the tabular statement of the Bank of Nova Scotia's progress in ten years is extremely informative:

	Capital	Reserve	Circulation	Deposits	Liabilities to public	
1897	1,500,000	1,600,000	1,329,250	10,174,125	11,901,697	15,088,331
1898	1,500,000	1,725,000	1,429,964	11,690,390	13,511,975	16,827,517
1899	1,760,900	2,162,570	1,670,368	13,600,354	15,606,186	19,638,396
1900	1,860,000	2,418,000	1,776,934	15,806,634	18,078,187	22,552,997
1901	2,000,000	2,800,000	1,922,599	17,705,021	20,746,604	25,744,535
1902	2,000,000	3,000,000	1,903,834	19,532,280	22,460,802	27,658,558
1903	2,000,000	3,100,000	1,828,885	20,909,585	23,739,903	29,072,125
1904	2,000,000	3,200,000	1,917,171	21,776,502	25,089,246	30,523,236
1905	2,500,000	4,200,000	2,339,585	23,253,459	26,476,052	33,438,776
1906	3,000,000	5,250,000	2,888,777	25,061,907	28,950,387	37,461,788

During the ten years the following percentages of increase occurred:

Capital increased 100 per cent.
Reserve increased 228 per cent.
Circulation increased 119 per cent.
Deposits increased 146 per cent.
Total assets increased 121 per cent.

In the past ten years it will be observed that the proportion of rest to capital increased from 106.66 in 1897 to 175 in 1906. The proportion of capital and rest to the liabilities to the public increased from 26.05 in 1897 to 28.49. The rate of earnings on capital increased from 14.59 to 23.89. Surplus earnings over dividend increased from 6.29 to 12.89.

During the decade the total transferred to the reserve fund was $3,650,000, of which $2,236,903 was from new stock and $1,413,097 from earnings.

The following summary shows the percentages on the principal features:

Year.	Prop. of rest to capital.	Prop. of rest to assets other than specie and Dom. notes.	Prop. of capital and rest to other liabilities.	Rate of divd. paid.	Rate of earning on capital.	Rate of earning on average market price of stock.	Percentage of divid. on market price of stock.	Average price of shares.
1897	106.66	11.59	26.05	8	14.59			
1898	115.	11.36	23.86	8	16.59			
1899	122.81	12.56	25.14	9	17.10			
1900	130.	12.10	23.66	9	16.99	7.58	4.01	224
1901	140.	12.14	23.14	9	18.79	8.06	3.90	233
1902	150.	12.31	22.26	9½	21.51	8.46	3.74	254
1903	155.	12.20	21.48	10	20.58	7.53	3.66	273
1904	160.	11.95	20.73	10	20.07	7.54	3.76	266
1905	168.	13.97	25.31	10	21.65	8.01	3.70	270
1906	175.	15.84	28.49	11	23.89	8.38	3.85	285

The yield on shares at the market price has decreased slightly since the stock was listed in 1900 on the Montreal and Toronto Exchanges. The market value of the stock has advanced from 224 in 1900 to 285 in 1906, and is now higher than any other Canadian institution. The rate of dividend is now 12 per cent., a return equalled only by two other banks in Canada. The policy of the present management has been to build up a large reserve fund and it occupies in this respect the pride of place among the Canadian banks. The bank is in such a position from the investor's viewpoint, that the question of double liability is an absolutely remote and negligible quantity.

INVESTMENT YIELDS.

Stock Quotations Now and a Year Ago—The Decline Since the First of the Year.

The decline which has been going on since the first of the year makes stocks look very cheap in comparison with their quotations of a year ago. The leading dividend payers are now on an attractive basis as investments. On twenty-four leading issues, eight industrials and fourteen railroads, the yield now it attractive.

Take, for example, Union Pacific. A year ago it was quoted at 152½ and paid 6 per cent. The yield at this price was but 3.93, hardly an attractive basis. But now, with a 10 per cent. dividend rate, the stock is selling at 137 and the yield is 7.29 per cent. Southern Pacific yields at current prices nearly 6 per cent. As an industrial, take Steel preferred, which has always been considered a conservative investment. The yield is almost 7 per cent. Amalgamated Copper shows a return of 8.51 per cent., and American Locomotive, earning considerably more than it pays, yields 7.35 per cent.

The following table compares the dividend rates and yields at prices now and a year ago:

Industrials.

Name	Close Year ago	Div.	Yield	Close March 18	Div.	Yield
Amalgamated Copper	107⅞	6	5.57	93¾	8	8.51
American Locomotive	70½	..	....	66¼	5	7.57
American Smelter	157⅜	7	4.51	124	7	5.63
American Sugar	139⅞	7	5.00	122¼	7	5.73
National Lead	82	..	....	59½	4	6.77
People's Gas	97⅞	5	5.12	88⅞	6	6.73
U. S. Steel	41¼	..	....	37½	2	5.21
U. S. Steel preferred	106¼	7	6.59	100⅛	7	6.98

Railroads.

Name	Close Year ago	Div.	Yield	Close March 18	Div.	Yield
Atchison	93¾	4	4.26	92	5	5.43
Atlantic Co. L.	159	6	4.77	105	6	5.71
Bal. & Ohio	110¾	5	4.51	99¾	6	6.01
Canadian Pacific	170¼	6	3.53	171	7	4.09
St. Paul	176⅝	7	3.90	135	7	5.19
Chi. & N. W.	226	7	3.09	150	7	4.66
Del. & Hud.	208	7	3.35	183	7	3.82
Gt. Northern	322	7	2.14	144	7	4.86
Louis. & Nash.	146⅝	6	4.09	110	6	5.45
Mo. Pacific	100¼	5	4.90	72	5	6.95
N. Y. Central	147¼	5	3.34	118	6	5.08
Nor. Pacific	220	7	3.18	127½	7	6.51
Penna.	138¼	6	4.34	122¼	7	6.51
Reading	129¼	4	3.09	105	4	3.80
Sou. Pacific	67	..	....	80¼	5	3.99
Union Pacific	152½	6	3.93	137½	10	7.29

Eight of the stocks used above are now paying higher dividends. Four started paying dividends or resumed them during the past year. Of this number, all but two are selling lowe than a year ago. It goes almost without saying that the alert investor has been buying stocks quietly during the past few weeks. These are certainly bargain days in the street.

THE SECURITY REVIEW

(Continued from page 1.)

Soo.

The regular dividends were declared last Friday but if there was any disappointment the stock market did not reflect it. It is believed that the dividend would have been increased had not the upheaval of monetary conditions rendered any action of this nature imprudent. The Minnesota Legislature has also a large number of bills before it which aim at higher taxes and greater restrictions on the railways, and this was a potent reason for deferring the dividend increase. Sir William Van Horne, when in Toronto last week, while giving out no hopes of a larger return immediately on the shares, was most optimistic on the prospects of the road and the value of the property to the C.P.R. The shares have been acting on the market in a similar manner to most other stocks.

Further large expenditures are necessary, and a contract has been awarded for the construction of a new line to Duluth.

The new road is to run from Brooten, Minn., to Superior and thence to Duluth, about 200 miles. The road will cross the Great Northern and Northern Pacific roads at Freeport, Royalton and other points. It will open up a good territory. It is estimated that, counting terminals at Duluth and Superior, the line will cost in the neighborhood of $8,000,000.

Bell Telephone.

The new issue of stock occurred at a most unfortunate moment from a market viewpoint and the drop in price was inevitable. At a time when investors were in trouble getting enough money "to hold what they had" they were in no mood to take up new issues. The result was, that on Wednesday the stock, which was equivalent to 135 ex rights on Friday, was ten points lower.

Toronto Electric Light.

Pending the action of the Ontario Government there have been no transactions in the stock. It has not been offered down below 150 during the period of uncertainty. In the meantime the individual who bought Toronto Electric on the decision of the directors to issue new stock at par enjoys all the symptoms of the man who feels his pocket being picked.

BANK OF
NOVA SCOTIA

INCORPORATED 1832

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Bank Notes

Mr. Edward Houston, of the Toronto office, Imperial Bank, has been appointed acting manager at Niagara Falls, Ont., owing to the illness of Mr. J. A. Langmuir.

Mr. A. E. Grasett, formerly manager of the Walkerville branch of the Home Bank, has been transferred in the same capacity to the Queen and Bathurst branch in Toronto. His place at Walkerville is taken by Mr. E. W. Horne of the Sovereign Bank at Stratford.

Mr. John Aird, manager of the Bank of Commerce, Winnipeg, was in Toronto during the past week, accompanying the mayor, Mr. J. H. Ashdown.

The Merchants Bank has erected a new building at Georgetown. In the second flat there are a sitting room, bedrooms and a bath.

For its uptown branch in Montreal, the Merchants Bank has bought the Renouf building at the corner of St. Catherine and University Streets.

The growth of the banking business in the Northwest has induced the American Bank Note Company to open a branch at Winnipeg and to install there a plant for the production of notes, and certificates of bonds, debentures and stocks.

The Bank of Commerce, with the opening of a branch at Kamsack, Sask., has 171 branches.

The Union Bank is opening branches at Vancouver and Prince Rupert. Mr. J. S. Ross, of the Calgary office, is superintending the opening preliminaries.

The Traders Bank will shortly open a branch in Dundas, Ont.

The Bank of Montreal has acquired property at the corner of Bridge and Main streets in Hull and will erect a handsome new building there.

Saskatoon is profiting by its importance as a business centre. The Bank of Commerce is erecting a handsome building of brick and stone. The Bank of Montreal contemplates building new premises.

The National Trust is commencing an office building to cost $25,000.

The Northern Bank has opened a second branch in New Westminster at the corner of Westminster and Ninth Avenues, under the charge of Mr. J. E. Hawkshaw.

Two additional banks are opening at Regina, the Bank of Nova Scotia and the Royal Bank.

The new building of the Bank of Commerce in Montreal is designed to be a great architectural ornament to the city and will easily be one of the handsomest structures there. The Bank of Toronto is intending also to erect a very fine structure.

The earnings of the Porto Rico Railway Company, Ltd., for the month of February, show a considerable increase over those of the corresponding month last year. The gross receipts amounted to $27,106.98, and net earnings were $10,345.98, showing an increase of $3,554.34 gross and $2,272.98 net.

Canadian Stocks

Quotations of Securities listed on the Montreal and Toronto Stock Exchanges, with prices at closing on Friday of each week. In stocks listed on both Exchanges, prices quoted are those of the market in which a stock is the more active.

Active Stocks

Range for year 1905		Range for year 1906				Friday, March 22		STOCK	Par Value	Outstanding Common Stock	Outstanding Preferred Stock	Bonds	Reserve	Last Dividend		Range for week ending Mar. 21, in market of activity				Closing one year ago, March 22		Sales week ending March 21
High	Low.	High	Date	Low	Date	Ask	Bid							Date	Per cent.	First	High	Low	Last	Ask	Bid	
								BANKS														
170½	155½	190½	Oct.	169½	Jan.	175½		Commerce	50	10,000,000			5,000,000	1st Dec. s.-a. and bonus	3½ 1	175	175½	175	175	182	180	197
270	248	283	Jan.	262½	*Dec.		237½	Dominion	50	3,000,000			3,900,000	1st Jan. q.	3	240	240½	237	237	276	275	433
219	213	233	May	210	Dec.			Hamilton	100	2,470,210			2,470,210	1st Mar. q.	2½	206	206	206	206	229	....	12
242	226	254½	May	225	Dec.		219½	Imperial	100	4,926,000			4,674,991	1st Feb. q.	2½	218	219	218	219	248½	248	150
172½	160	176	Oct.	160½	Jan.	165		Merchants	100	6,000,000			3,600,000	1st Dec. q.	2	166	166	165	165	166½	165¼	33
		202½	Mar.	192	Dec.			Metropolitan	100	1,000,000			1,000,000	1st Jan. q.	2					....	201½	
230	220	230	Mar.	204½	†Dec.	210	206	Molsons	100	3,180,820			3,000,000	1st Jan. q.	2½	210	210	207½	207½	230	226	10
261	250	261	Feb.	252¼	Sept.	249¾	249½	Montreal	100	14,400,000			11,000,000	1st Mar. q.	2½	249	250	247½	249¾	257	256½	166
285	261¼	297½	Nov.	273	July.			Nova Scotia	100	3,000,000			5,250,000	1st Jan. q.	3					278½	276	
230	215	233	May	222	Dec.	221		Ottawa	100	3,000,000			3,000,000	1st Mar. s.	5					....	227	
143	127½	145	June	139½	Jan.			Quebec	100	2,500,000			1,150,000	1st Mar. q.	1¾	°135	°135	°135	°135	....	141	5
229	209¼	247½	Nov.	222	Mar.	237		Royal	100	3,900,000			4,390,000	1st Jan. q.	2¼	°236¼	°236¼	°236¼	°236¼	....	220	6
132½	131½	155¼	Mar.	133	Dec.	126	124½	Sovereign	100	3,986,680			1,255,950	16th Feb. q.	1½	126	126	125	125¼	155	153	194
238	218	250¼	June	223	†April			Standard	50	1,505,675			1,605,675	1st Mar. q.	3	220	220	220	220	....	....	40
246	226	251	Feb.	222	Dec.			Toronto	100	3,975,190			4,475,190	1st Mar. s.	5					248¼	245	
146	133	155	Mar.	138½	*Dec.		136¼	Traders	100	4,332,406			1,900,000	1st Jan. q.	1¾	136¾	136¼	136¼	136¼	153	150	50
147¼	139¾	158	Oct.	143¼	Jan.	150		Union	100	3,000,000			1,500,000	1st Dec. s.	4	149	149	149	149	150	149¼	30
								TRANSPORTATION														
177	131	201	Dec.	155¾	May	163½	162¾	Canadian Pacific Railway	100	121,680,000	37,853,333	89,200,459		1st Oct. s.	3½	174	174⅛	169	170¾	171¼	171⅛	755
96½	75½	102	Feb.	79¼	Dec.	70⅛	70	Detroit United	100	12,500,000		20,387.000	1,431,155	1st Feb. q.	1¼	71	74½	69	71	99¼	99	6,592
41⅞	10⅛	21	Aug.	16¾	July			Duluth	100	12,000,000	10,000,000											
110¼	100	108	Jan.	100	Oct.			Halifax Electric	100	1,350,000		00,000	195,000	1st Jan. q.	1½	100	100	99½	99½	105	....	109
38	14	50	Aug.	35	Mar.	37		Havana Electric	100	7,500,000		8,[illegible]1,036				40	40	40	40	38	35	25
97⅞	79	97⅞	May.	79	Jan.			Havana Electric, preferred	100		5,000,000			15th Jan. q.	1					84	81	
		101½	Feb.	88½	*Dec.	90	88½	Illinois Traction, preferred	100	5,810,000	2,240,000	11,241,500		1st Jan. q.	1½	90	91	86½	89½	98½	97¾	620
145	189½							Minn., St. P. and Sault Ste. Marie	100	14,000,000	7,000,000	44,295,000		15th Oct. s.	2	109	109	103	105½	160	158	485
240½	212	284	Aug.	211	†Dec.	214	212	Montreal Street	50	7,000,000		9,609,367	907,623	1st Feb. q.	2½	212	215	212	°214	273	272	1,034
83	57½	110½	Nov.	80½	Jan.	98		Northern Navigation	100	840,000			71,184	19th Jan. a.	6+1½					....	89	
		33¼	Feb.	27	*Dec.	30	26	Northern Ohio Traction	100	6,900,000		6,375,000		15th Mar. q.	¾					....	31¾	
76½	61½	88¼	Oct.	69¾	Jan.	72¾	71½	Richelieu and Ontario	100	3,132,000		222,406	254,660	1st Mar. q.	1¼	72	74	72	72¾	84½	83½	939
		48	Nov.	38½	Oct.	43	42½	Rio de Janeiro	100	21,993,900		20,900,000				41½	44	41	43½	....	....	1,973
142¼	106½	146	Feb.	125	Oct.	125	123¾	Sao Paulo	100	7,500,000		5,500,000		1st Jan. q.	2	123	131	°122¾	124¼	143¼	143	1,334
35½	21	36¼	Jan.	25	Dec.	26½	25	Toledo Railway	100	12,000,000		10,854,000		2nd Nov. s.	1	25	26½	25	26	34½	34	925
112½	103	126	Mar	112	*Dec.	106½	105	Toronto Railway	100	8,000,000		3,613,000	1,918,322	1st Jan. q.	1½	103¼	107½	100	106	126	125¾	3,172
		95	Nov.	88½	*Dec.			Tri-City. preferred	100	9,000,000	2,600,000		6,464,000	1st Nov. q.	1½	89	89	88⅝	88⅝	....	....	115
95¾	78	92	Mar.	80	Dec.			Trinidad Electric	100	1,164,000			720,000	10th Jan. q.	1¼					90	....	
122½	104¾	122¼	Jan.	102½	Dec.	93¾	93	Twin City	100	18,000,000	3,000,000	15,566,000	1,010,205	15th Feb. q.	1¼	89	96	88	95	117¼	116	5,132
192½	114½	190	Mar.	160	Oct.	183	179½	Winnipeg Electric	100	4,000,000		3,500,000	686,934	1st Jan. q.	2	180	180	°178	179½	190	....	155
130	100	148	Dec.	120	Jan.			St. Lawrence & Chicago Steam Nav.Co.	100	563,300		115,996		1st Jan. a.	10					....	121	
								TELEGRAPH, LIGHT AND POWER														
162	149	158¾	Feb.	145	*Dec.			Bell Telephone	100	9,980,800		2,325,000	3,382,879	15th Jan. q.	2	140	140	125	126	158	154	474
214	206	209	Mar.	200	*Oct.	201	200	Consumers Gas	50	2,500,000			973,155	1st Feb. q.	2½	200	201	200	201	....	205	149
60	37	77⅛	June	57⅛	Jan.	67¼	66½	Mackay, common	100	41,380,400				1st Jan. q.	1	64½	69¼	66	67½	60	59¼	4,330
76½	71½	76⅜	June	68	Dec.	67½	66¼	Mackay, preferred	100		50,000,000			1st Jan. q.	1	66½	69	66	67	73¾	72¾	1,068
93	77¾	99½	Nov.	86	May	85¾	85¼	Montreal Power	100	17,000,000		846,000		15th Feb. q.	1¼	85	88	81¾	85¾	94½	94	6,160
70	66½	70	Jan.	47½	Oct.	48		Mexican Light and Power Co.	100	13,600,000		12,000,000				46	50½	46	48¾	65½	65¼	2,235
162¼	145½	171	Nov.	152	July	160		Toronto Electric Light	100	2,997,900		1,000,000	500,000	1st Jan. q.	2					....	159½	
								INDUSTRIALS AND MISCELLANEOUS														
178	136½	155	Jan.	130	Oct.	125¼	125	Canadian General Electric	100	4,700,000	300,000		1,671,082	31st Dec. q.	2½	123	128	*120½	*126⅞	146½	146⅛	808
28¾	16¾	34¼	April	20½	Nov.	19½	19	Dominion Steel, common	100	20,000,000		10,044,833				20	22	18¼	20¼	32⅞	32	3,574
75¾	60¼	83½	May	60	Nov.	49½	49	Dominion Steel, preferred	100	5,000,000						52	55	49½	50	81	80	561
86½	59¾	84½	Feb.	58	Nov.	60	59	Dominion Coal	100	15,000,000						59⅞	63	59⅞	61½	79¼	78	972
119	114	122	Mar.	112	Nov.			Dominion Coal, preferred	100	3,000,000		5,691,198		1st Feb. s.	3½	109	110	109	110	122½	120	8
104½	80	109¾	Mar.	95¼	Nov.	95	92	Dominion Textile,, preferred	100	7,500,000	1,940,000		b 6,966,660	15th Jan. q.	1¾					109½	108	32
118	88	100	Sept.	89	Jan.		16	Lake of Woods Milling	100	2,000,000				3rd Oct. a.	3	84	84	74	78	....	....	535
122	110	115	Sept.	108	Dec.			Lake of Woods Milling, preferred	100		1,500,000			28th Feb. q.	1¾	110	110	110	110	....	....	2
110	60	114	Jan.	97	Oct.			Montreal Steel	100	700,000				8th Jan. bal.	4½	96	96	96	96	109½	....	2
119	99	115	Feb.	106	Nov.			Montreal Steel, preferred	100		800,000			8th Jan. q.	1¾					....	....	
9½	51¼	74½	Feb.	60	May	72½	71	Nova Scotia Steel, common	100	5,000,000			b 3,838,000			70	74	68½	72	65	64¼	1,880
122	109¾	125	Aug.	118	*Jan.			Nova Scotia Steel, preferred	100		1,030,000			15th Jan. q.	2					120	118	
								Ogilvie Flour	100	1,250,000		1,000,000		Sept. a.	7					....	250	
6140	124½	130	Jan.	123	Dec.			Ogilvie Flour, preferred	100		2,000,000			1st Mar. q.	1¾					130	126	
							12	a Nipissing Mines Co.	5	6,000,000				20th Jan. q.	3x2	12	13	12	12½	....	....	330

*Ex-div. †Ex-allotment

a—Quotations per $5 share. ° Less than ten shares.

Inactive Stocks

Latest price		STOCK	Par Value	Common Stock Outstanding	Bonds or Preferred Stock Outstanding	Reserve	Last Dividend		Range for year 1906		Last Sale
Ask	Bid						Date	Per cent.	High	Low	
		BANKS									
	151	British North America	243	4,866,666		2,141,333	5th Oct. s.	3	146⅛	141	150½
		Eastern Townships	100	2,945,400		1,860,010	1st Jan. q.	2	163¼	160	160
155		Hochelaga	100	2,000,000		1,600,000	1st Mch q.	2	163	†144	150
		Nationale	30	1,653,525		600,000	1st Mch q.	1¾	124	121	120
275		New Brunswick	100	707,200		1,191,830	1st Jan. q.	3			272
		LOAN AND TRUST									
	122	Agricultural Loan	50	630,200		283,000	2nd Jan. s.	3			
125		Canada Landed	100	1,004,000		505,000	2nd Jan. s.	3 plus 1	125	117½	124½
	123½	Canada Permanent	10	6,000,000		2,450,000	1st Jan. s.	3	131	124	124
	160	Central Canada	100	1,500,000		1,050,000	1st Jan. q.	2	172	160	165
		Col. Investment, preferred	10	2,398,701		119,808	1st Jan. s.	3	89	75	75
	71	Dominion Savings	50	934,597		90,000	31st Dec. s.	2	73	70	71
	123	Hamilton Provident	100	1,100,000		490,000	2nd Jan. s.	3	124	120	122
	185	Huron and Erie	50	1,900,000		1,525,000	2nd Jan. s.	4½	188½	183	186
		Imperial Loan	100	735,481		78,720	2nd Jan. s.	2½	70	70	70
	124	Landed Banking	100	700,000		310,000	2nd Jan. s.	3	125	121	122
108		London and Canadian Loan	50	1,000,000		245,000	2nd Jan. s.	3	111¼	105	107½
118		London Loan and Savings	50	686,891		134,000	1st Jan. s.	3			
		Montreal Loan	25	500,000		400,000	15th Sep. s.	3½	138	*133¼	136
		North of Scotland	£10	£50,000		£35,000	5 s. plus	2½			
	158½	National Trust	100	1,000,000		450,000	2nd Jan.	1¾	157	155	157
	134	Ontario Loan and Debenture	50	1,200,000		685,000	2nd Jan. s.	3¼	140	128¼	134
		Real Estate Loan	40	373,720		65,000	2nd Jan. s.	2½ plus ½	90	85	89½
		Toronto General Trusts	100	1,000,000		375,000	2nd Jan. s.	3¾	160	140	*150
	110	Toronto Mortgage Co	50	724,550		305,000	2nd Jan. s.	3	115½	105½	110
		Toronto Savings	100	1,000,000		580,000	1st Jan. q.	1½			

Latest price		STOCK	Par Value	Common Stock Outstanding	Bonds or Preferred Stock Outstanding	Reserve	Last Dividend		Range for year 1906		Last Sale
Ask	Bid						Date	Per cent.	High	Low	
		OTHER COMPANIES									
		British America Assurance	25	848,226		191,787	3 % passed		98	97	97
		British Columbia Packers, pfd	100	1,511,400	1,270,000		3½ for 6 mos. May. 20, '05		80½	59¾	80
		Canada Col. Cotton	100	2,700,000	b 2,000,000		15 Mch	1	60	45	55
		Canada Life Assurance	400	1,000,000			1st Oct.	4	163	163	155
		Canadian Converters, Limited	100				Feb. q.	1	60	60	60
		Canadian Salt	100	500,000			1st Jan. q.	2	110¼	*108	108
		Canada North-West Land	12½	733,841			a		500	400	435
		City Dairy	100	565,000		7,500	31st Dec. q.		38	21¼	35
		City Dairy, preferred	100	271,620			2nd Jan.	1¾	94¼	*82¼	90
		Confederation Life Association	100	100,000			1st Jan. s.	7½	285	272½	285
	120	Dominion Telegraph	50	1,000,000			15th Jan. q.	1¼	121	*119	120
		Hamilton Electric Power, pfd	100	1,700,000	2,895,700		15th Jan. s.	2¾			
		Imperial Life Assurance	100	450,000			1st Jan. q.	1½	149	149	150
		Intercolonial Coal	100	500,000	b 242.500	90,474	Sept. s.	3½	90	84	85
		Intercolonial Coal, preferred	100		219,700		Sept. s.	3			100¼
		Laurentide Paper	100	1,600,000			1st Feb. s.	3	107½	89½	90
106	100	Laurentide Paper, preferred	100		1,200,000		1st Jan. q.	1	114¾	100½	100
		London Electric	100	404,610		75,000	1st Dec. s.	3	95	89¾	89¾
		London Street	40	500,000	b 550,000		31st Dec. s.	3¾	97½	97½	97½
125	121	Montreal Cotton	100	3,000,000	b 350,000		15th Mch q.	1¾	135	122	122
		Montreal Telegraph	40	2,000,000			15th Jan. q.	2	171	162	161
		Niagara Navigation	100	701,300	b 111,000	98,000	2nd Jan. s.	4	133½	117	122
	75	Niagara, St. Cath. and Toronto	100	925,000					80	75	80
		Ottawa Electric Railway	100	998,200		199,564	2nd Jan. q.	2			
		Western Assurance	20	1,500,000		419,836	passed		98	96	96
		Windsor Hotel	100	600,000	b 1,100,000		Dec. s.4 plus 1		*105	100	107½

NOTE.—s.—semi-annual; q.—quarterly; plus indicates bonus; b. means bonds.

°—Less than ten shares.

a—$12.50 per share return of capital payable March 15, 1907.

The Canada Northwest Land Company, Limited

NOTICE is hereby given that the Annual General Meeting of the Shareholders of this Company will be held at the Head Office of the Company, No. 21 Jordan Street, Toronto, on Wednesday, 27th day of March next, at twelve o'clock noon, to receive a statement of the affairs of the Company for the year ending 31st December last; to receive and consider the schedule prepared in terms of Section 12 of the Act of Incorporation; to elect Directors and for other business. By order of the Board.

S. B. SYKES, Secretary-Treasurer.

Dated at Toronto this 11th day of February, 1907. 11-5

THE FINANCIAL CALENDAR.

Week ending March 30.

Annual Meetings.

March 27.—Nova Scotia Steel Co.
Canada Northwest Land Co.
Royal Victoria Life Insurance Co.
Canada Furniture Manufacturers.

March 28.—Dominion Atlantic Railway Co.

Dividends Payable.

March 30.—Granby Consol. M. & S. Co. 2 plus 1, quarterly.
Canadian Rubber Co., interim.
Bank of St. Stephen, semi-annual.

THE BOND MARKET

THE WEEK ENDING MARCH 22nd.

BONDS	Rate	Closing		Sales, Week Mar. 21
		Asked	Bid	$
Bell Telephone Co.	5			
Can. Colored Cotton Mills Co.	6			
Commercial Cable Co.	4			
Dominion Coal Co.	5	100		4,000
Dominion Cotton Mills Co.	6	96	94	
Dominion Iron & Steel Co.	5	77½	76	15,000
Dominion Textile Co., Series A.	6	92	88	3,000
Do. Do. Series B.	6		88	
Do. Do. Series C.	6	90	88	5,000
Do. Do. Series D.	6			
Electrical Development Co.	5			1,000
Halifax Electric Tramway Co.	5			
Havana Electric Railway Co.	5			
Intercolonial Coal Co.	5			
Lake of the Woods Milling Co.	6			4,000
Laurentide Paper Co.	6			1,000
Magdalen Island	6			
Mexican Electric Light Co.	5	78		
Mexican Light & Power Co.	5	81½	80	5,500
Montreal Light, Heat & Power Co.	4½			2,000
Montreal Street Railway Co.	4½	104		
Nova Scotia Steel & Coal Co. 1st Mtg.	6			30,000
Do. Do. Cons. Mtg.	6			
Ogilvie Flour Mills Co.	6	118		
Price Bros. Co.	6			
Rio de Janeiro Tramway, L. & P. Co.	5	75		60,000
St. John Railway	5	94½		1,300
Sao Paulo Tramway L. & P. Co.	5		94⅜	21,000
Winnipeg Elect. Street R'y. Co.	5	105½		2,000
Montreal City, Stock	7			
Do. Stock	4			

THE BANK CLEARINGS.

Bank clearings for the past week show large increases all over the Dominion. The unusual increase in Montreal reflects the stock market liquidation. In other centres the gains show that the business of the country continues to progress.

Week ending March 21.	1907	1906
Montreal	$34,397,594	$26,276,917
Toronto	25,913,928	20,247,695
Winnipeg	9,934,597	6,981,535
Vancouver	3,771,375	2,107,003
Ottawa	3,091,273	2,429,565
Quebec	1,931,159	1,516,422
Hamilton	2,008,332	1,195,157
London	1,315,521	901,280
Halifax	1,653,867	1,613,488
St. John	1,117,690	877,841
Victoria	1,108,797	691,515
Calgary		
Edmonton	922,850	

The Toronto Railway Company's gross earnings for week ending March 16 were $60,367, an increase of $8,249 over the corresponding period last year, an increase of 15.8 per cent. So far the Toronto Railway has not been keeping up its thirty per cent. ratio of increase of former years.

CURB QUOTATIONS.

Week Ending March 22nd, 1907.

NAME	Stock Issued.	Acreage.	High	Low	Closing bid	Sales Week Ending Mar. 21st
Abitibi & Cobalt Mining Co.			.28	.25		4,325
Beaver Silver Cobalt Mining Co.	500,000	20	.76	.76	.65	100
Buffalo Mines Co.	900,000	40				
Cobalt Silver Queen	1,500,000	58	2.05	1.66	1.85	2,250
Cleveland Cobalt Silver Mines	1,000,000	114	.85	.85	.75	100
Coniagas	4,000,000	40	4.25	4.20	4.20	1,200
Empress Cobalt	500,000	40				
Foster Cobalt Mining Co.	1,000,000	40	2.10	1.70	1.90	20,026
Green-Meehan Mining Co.	1,500,000	40	.95	.77	.80	23,100
Kerr Lake Mining Co.	3,000,000	52				
McKinley-Darragh-Savage Mines	2,000,000	120				
Peterson Lake	2,500,000	225	.65	.51	.57	22,770
Red Rock Silver Mining Co.	1,000,000	30	.75	.75	.73	600
Rothschild Cobalt Co.	500,000	40				
Silver Bar Mining Co.	500,000	25				
Silver Leaf Mining Co.	5,000,000	40	.16½	.13½	.16	7,700
Stanley Smelters	500,000				.99	
Temiscaming Mining Co.	2,500,000	210				
Trethewey	1,000,000	40	1.50	1.14	1.30	18,125
University Mines	1,000,000	56				

UNLISTED SECURITIES.

NAME	Stock Issued	Bonds and Pref. Stocks	High	Low	Closing bid	Sales Week Ending Mar. 21st
Brit. Col. Packers' Ass'n. Com.	1,511,400	$1,270,000				
Canadian Gold Fields			6¾	6½		29,000
Consolidated Mining & Smelting	4,698,886					
Consolidated Rubber Bonds	2,141,300	822,200 2,600,000b	91	90⅛	90¾	22,000
Canada Cycle & Motor Co.	800,000					
Dominion Iron & Steel, 2nd Mtg	20,000,000	2,178,000			84	
Dominion Park Bonds	400,000	250,000			80	
Havana Central Bonds	6,250,000	6,250,000	74	74		10,000
Illinois Traction Com.	5,810,000	3,214,300				
Mexico Tramways	6,000,000					
Quebec Railway, L. & P. Co.	2,500,000	2,500,000b				
Rogers, Wm. A., Com.	750,000	900,999				
Rogers, Wm. A., Pref.	900,000					
Shawinigan L. & P.	6,500,000	4,000,000b	42	42		50
Tri-City Railway & Light Co.	9,000,000	2,600,000			23	
Union Bank of Halifax						
Western Bank of Canada	555,000					
Yukon Loan & Trust Co., Com.					115	

b Bonds